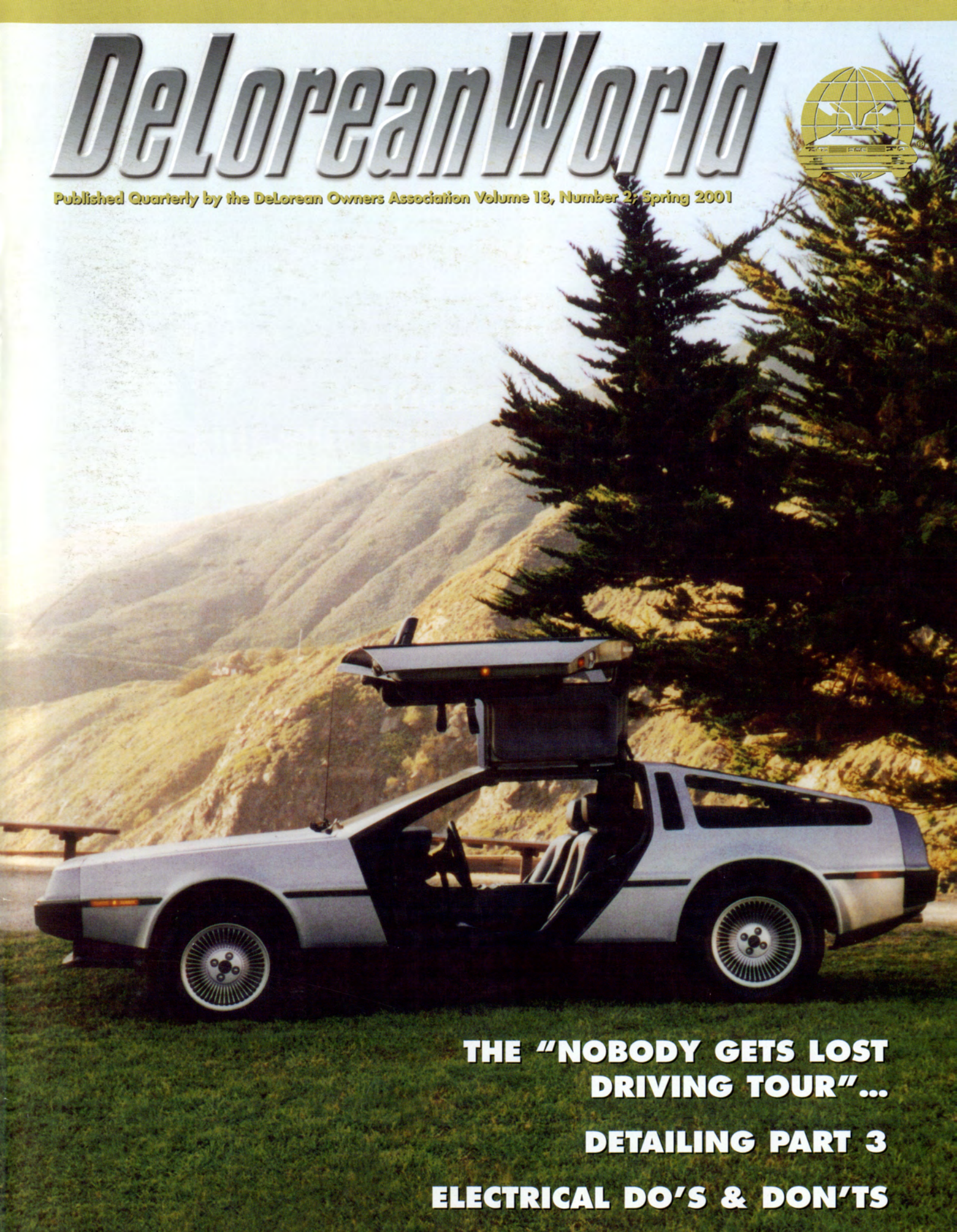
DeLoreanWorld

Published Quarterly by the DeLorean Owners Association Volume 18, Number 2, Spring 2001



THE "NOBODY GETS LOST DRIVING TOUR"...

DETAILING PART 3

ELECTRICAL DO'S & DON'TS

What sort of accessories would you use in a car like this?

Announcing ...
The New DMC Logo Caps and DMC Leather Key Fob

The **Leather Key Fob** is of a very elegant design. It features a chrome disk with the DMC logo on a black background. The disk is firmly embedded in the plush leather and offers a simple and graceful design. The large Key opening allows for the sample and quick addition of keys. The side bar pulls out and folds down to grant access to even the oversized head of the DeLorean Key. All metal surfaces are chrome and the spring mechanism in the bar prevents the key fob from losing any of your keys.

$13.95 plus shipping.

The **Logo Caps** are high quality aluminum valve stem covers. They sport the silver DMC logo on the top. They also feature a hexagonal shape that allows you to tighten them down and prevent theft. These complement your DeLorean and add a nice personal touch to the car. Logo caps are also available in black graphite and chrome ABS, please call for details.

$14.95 per set (of 4) plus shipping.

DELOREAN OWNERS ASSOCIATION

The DeLorean Store
835 Church Street
Ventura, CA 93001-2014
(805) 641-3161 www.deloreanstore.com
California Residents, please add 7% sales tax to all orders.

ON THE COVER
Overlooking the cliffs at Big Sur, California. Photo by David Knudson.

DeLoreanWorld

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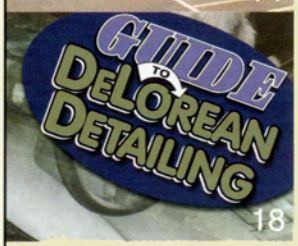

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Change of Address
Eight weeks notice is required for change of address. Please send new address and old address with imprint from recent issue to:
DeLorean Owners Association Membership Data Center
879 Randolph Road, Santa Barbara, CA 93111, (805) 964-5296

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PRESIDENT'S MESSAGE

By Linda Porter

This past February, members of the Board of Directors met for a weekend seminar in Oxnard, California. This is something that takes place every two or three years, as the need arises. Even though the Board meets once a month, every few years it seems like a good idea to get away and use the extra time to brainstorm and really get involved in lengthy discussions of some of the various issues that come up from time to time. Some suggestions are pretty wild, but sometimes those same wild ideas lead to some very good, workable ones. This seminar focused on ways to reshape the organization to better accommodate our changing membership base. Utilizing the latest technologies was just one of the many issues discussed at the daylong meeting. As this year progresses, we hope to be able to implement some of the ideas expressed while we were in Oxnard.

You may have wondered why there have been no promotional materials on a DeLorean Owners Association Expo for 2001. After much discussion and research, it was decided that this would be a good year to "sit-out" the Expo. Our Association has put our full support behind Eurofest, the meeting in Belfast at the end of May. We know that our members have come to expect a certain level of yearly meeting, and we hope that by giving ourselves a few extra months, we can plan a very exciting and energized gathering in 2002.

In this issue, you'll meet Mike Pack. I have only had the pleasure of meeting Mike on the telephone, about six years ago. But in this issue of DeLorean World, we can all meet this young DeLorean owner from Maryland, as he is the subject of this issue's Profile. His enthusiasm for the DeLorean car is infectious and his energy for whatever job he tackles is inspiring. I think you'll agree with me that he will be successful in whatever he chooses to pursue.

Did you know there is a Dragon in Tennessee? I didn't until I read Aaron Posey's article on the first meeting of the ETDOC. No, that's not a group of doctors that treat extraterrestrial beings; it stands for East Tennessee DeLorean Owner's Club. I won't spoil it for you by re-telling his story, but I think you'll be interested to read about a group of enthusiastic DeLorean owners from four states meeting to share stories and driving fun in eastern Tennessee.

Everyone who was in Cleveland for Ken Koncelik's event raved about the rallye. It was definitely state of the art, now after considerable coaxing, Mike and Patti Substelny reveal their secrets for producing it.

Ever heard of a Renault Alpine A-310? Well, I hadn't either. Brad Stevens refers to it as one of the parents of the DeLorean – and once you read his article, I think you'll agree. There's more in this issue for you techies too, but not being one, I'll let you discover that information for yourself.

Have a great summer driving your DeLorean and I hope to see you soon.

Over the past several years, "DeLorean World" has published many Service Bulletins that were never published by the factory. Thanks to Dick Shipman, Technical Director and Stephen Wynne of DeLorean Motor Cars, Houston, Texas, we were able to obtain them for publication and use. The following is an index of the bulletins and a listing of issues in which they appear. Bulletins that apply to a specific vin series should be so noted, otherwise it applies to all vin numbers. The bulletins, which are not printed have appeared as technical articles in prior magazines. Those indicated with a ST# or RA# were published by the factory and are available from our advertisers. Bulletins were not published in magazines 50, 54, 55, 56, 57, 58, 61 and 64. *Note: Bulletin No. 51 is missing and has not been located to date. If anyone has this bulletin, please send us a copy for publication. If you are a memorabilia collector you might look over your collection. ** Denotes that its unpublished and on the right indicates which issue of "DeLorean World" it was published.*

DeLorean service bulletin index

	BULLETIN #	SUBJECT	DELOREAN WORLD ISSUE
	1.	Failure of Heater AC Mode Switch (ST#-25)	
	2.	Parking brake adjustment;	
	3.	Manual gear box ID;	
	4.	Obstruction footwell vents (ST#-20);	
	5.	Telescopic aerial on fender	
**	6.	Windshield replacement;	#49 - Vol. 13, No. 3
**	7.	Door lock and latch control rod adjustment;	Summer, 1996
**	8.	Radio interference solution guide;	(6, 7, & 8)
	9.	Revised steering rack assembly;	
	10.	Stiff gear shift (ST#-19);	
	11.	High engine temperature (ST#-17);	
**	12.	Adapter rear wheel;	#51 - Vol. 14, No. 1
**	13.	Prevent chaffing steering wheel column;	Winter, 1997
**	14.	Replacement interior rear vision mirror;	(12-15)
**	15.	Reduce noise lamda counter;	
**	16.	Brake pad shims:	#52 - Vol 14, No. 2
**	17.	Coolant loss - front pipe;	Spring, 1997
**	18.	Automatic transmission oil leak at cooler,	(16-20)
**	19.	Rear hub bearing noise;	(23-26)
**	20.	Front hub bearing noise;	(29, 31, 36 & 37)
	21.	High amperage drain (ST#-26)	
	22.	Revised torque setting - ball joints (ST#-24);	
**	23.	Rear wheel adapter;	
**	24.	Prevent water from entering fuel pump electrical area;	
**	25.	Strengthen window motor guide;	
**	26.	Repair window wiper linkage assembly;	
	27.	Motorola Alternator Adaption (ST#-26);	
	28.	Fuel pressure regulator - vent pipe (ST#-18);	
**	29.	Automatic transmission oil pressure adjustment;	
	30.	CO emission adjustment;	
**	31.	Automatic transmission linkage adjustment;	
	32.	Hood release failure (ST#-21);	
	33.	Brake rotor specs (ST#-11);	
	34.	Wiring harness chaffing - rear bulkhead (ST#-22);	
	35.	Rear deck wooden board modification (ST#-23);	
**	36.	Fluid leak slave cylinder;	
**	37.	Preventing condensation on ACU housing:	
	38.	LH rear brake caliper, part no. 1000044;	
	39.	Wiring harness clips; (ST#-15)	
	40.	CO tamper proof extraction tool:	
**	41.	Cooling fan cutting out to vin 2483;	
	42.	Automatic transmission gearshift distortion;	
	43.	Reduction in length of electrical cables;	
	44.	Installation of fuel baffle (ST#-30;	#53 - Vol. 14, No. 3
**	45	New type external rear view mirrors;	Summer, 1997
	46.	Noisy ACU unit (ST#-29);	(41, 45 & 48)
	47.	Correction of fuel gauge sending unit (ST#-28);	
**	48.	Front hub retaining nut;	
	49.	Coolant temperature switch (ST#-27);	
**	50.	Niemen door locking system;	#59 - Vol 16, No. 2
	51.	Missing;	(50)
	52.	Re-routing lamda screen cables;	
**	53.	Procedure for changing wiper motor;	#60 - Vol. 16, No. 2 Spring, 1999 (53)
**	54.	Drive shaft flange to vin no. 2679	#62 - Vol. 16, No. 4 Fall, 1999 (54)
	55.	Front wheel alignment; (ST#-34)	
**	56.	Starter solenoid jump lead prior to vin 2547;	#63 - Vol. 17, No. 1 Winter, 2000 (56) #65 - Vol. 17, No. 3 Summer, 2000 (58)
	57.	Armstrong Lower Suspension Ball Joint (Recall action RA#-0001)	
**	58.	Striker pin grommet;	
**	59.	Automatic transmission improved gear shift assembly after vin 4837;	#66 - Vol 17, No. 4 Fall, 2000 (59)
**	60.	A/C High Pressure Relief Valve, Vin 560 to 3305;	#67 - Vol. 18, No. 1 Winter, 2001 (60)
	61.	Inertia Switch (Recall Action RA#-0003)	
	62.	Throttle Cable Freeze Due to Icing; (Recall action RA#-0002)	

CALENDAR OF FUTURE **CAR EVENTS**

Does this list of events seem biased toward the Southwest? Well, we can only print information on events that we know about. If you would like your area of the country to be better represented, PLEASE send us information about what is happening in your area – especially if you or your group is planning on participating!
2001 marks the 20th anniversary of the DeLorean. It is good for all of us to have our cars seen in parades and shows. Even if you think that your car isn't 'show quality', it will draw a crowd of admirers.
Deadlines for DeLorean World are Dec. 15th for issue #1, March 15th for #2, June 15th for #3 and Sept. 15th for #4. – Hank and Mimi Breer

Location *(state, city/town, place)*
Date *(three or more months ahead of time you receive each issue)*
Name, address and telephone number *(for further information)*

Hold the notice size to 30-40 words
Send to: Hank Breer, 1946 N. Harding Ave., Altadena, CA 91001

JUNE

2
Orbisonia, PA — **Car Show**. All Cars Welcome. No Fees, Craft & Garage Sales, 50's Music. Lew & Kay Brown's. 814-542-9850 or lewsamcs@penn.com

2
Virginia Beach, VA — **Brits on the Bay**. All British Cars. Early registration $15.00, late $20.00 Concours Judging and Participants Choice Show. Tidewater Triumph Register Mike Jones 757-482-2577 or jonesmp@prodigy.net

2-3
Midland, MI — **Michigan Antique and Collectible Festival Auto Show**. Midland Fairgrounds. Register at gate. US10 at Eastman Ave. All special interest vehicles welcome. Dash plaques, ribbons, cash awards. Info: 517-687-9001 M-F 7 p.m.–9 p.m. or www.miantiquefestival.com

3
Perrysburg, OH — **British Return to Ft. Meigs**. All British Cars. Participant's Choice Show. Lake Erie British Car Club. Steve Ferguson 419-882-6936 or stfdsf@aol.com.

8-10
Winnipeg, Manitoba — **11th Annual Vintage Sports Car Rendezvous**. All Cars. Participant's Choice show, Rallye/Tour, Autocross, Funkhana. Fri Night "Meet & Greet". Sat: Show-n-Shine at Centre of City at the Forks w/ tour of city and surrounding areas. Sat Night Banquet w/prize auction. Headquarters: Holiday Inn Winnipeg South. Ann Bioski/Mark Rogers 204-883-2215

9
Westwood, NJ — **A Touch of England**. All British Cars. 9 a.m.–2:30 p.m., Veteran's Park. (Washington & 3rd Ave.) Door Prizes and Dash Plaques. Participant's Choice show and autojumble. Fee $10.00 Jack Brooks 201-358-2858 westwood@njtriumphs.org

9-10
Meadville, PA — **2nd Annual NW Pennsylvania Swap Meet**. Crawford County Fairgrounds. I-79, exit 36A. Vendors, Sunday Car Show (driver & car free) cash awards stereo competition. Info: 330-542-2022

9-10
Sacramento, CA — **Motorsports Nationals**. Street machines, customs, hot rods, trucks, foreign & domestic, special interest including vintage and classics. Vendors Entertainment RP Productions 209-744-8090 fax 209-744-8091 www.motorsportsevents.com

16-17
Modesto, CA — **3rd Annual 'American Graffiti' Car Show**. Open to all years. Modesto Jr. College East Campus, 435 College Ave. All proceeds to local charities. North Modesto Kiwanis 888-746-9763

22-24
Carson City, NV — **Karson Kruzer's Run Wha Cha Brung**. Car Show. Open to all. Fuji Park Pre-registration $60.00 (Before June 1) after $70.00 includes all food, dance, show-n-shine, car parade, goodie bag, and lots more. Info: 775-882-0829 or 775-883-0927

23-24
Chico, CA — **All British Meet & Tour**. All British cars. $10.00 entry. Participant's Choice. Rallye/Tour Tony Rodrigues 530-342-1821 or etype@c-zone.net

24
Plattsburgh, NY — **Great Adirondack Antique & Classic Car Show**. At the former Plattsburgh Air Base, $5.00 Pre-registration, $10.00 at the gate. Vendors, Entertainment, Craft Show, More. CofC 518-583-1000 or chamber@westelcom.com

JULY

3-9
Schwetzingen, Germany — **Concours d'Elegance**. Inaugural Pebble Beach style event. Tours of the Mercedes and Sinsheim Museums. Cruise on the Rhine River, Tour of Neckar Valley and Castles. Headquarters at the Hotel Europaische Hof (Heidelberg) Special tour package available through DER Travel Services at www.dertravel.com/concours. US Contact: Gary Wales 818-887-6557

4
Sierra Madre, CA — **Fourth of July Parade**. Formation 8:30 a.m., Parade at 10:00 Contact Mimi Breer 626-798-6279 or mbreer@ix.netcom.com

13-15
PE Island, Canada — **British Car Days Across the Bridge**. Concours Judging and Participant's Choice Car Show. Friday reception Saturday show 9:30-11:00 Registration, 11:30-4:00 show & judging; 4:00-5:00 Awards Ceremony. At the Cymbria Lions Club, Rte 243, South Rustico. Sunday 9:30-11:00 British Style Breakfast. 11:30-2:00 North Shore Tour. Bob Bentley 902-964-3494 or rtbentle@isn.net www.bmapei.net

15
Shropshire, UK — **Alveley Classics 2001**. All Cars. Participant's choice and Autojumble. Keith Stanton 017-467-8063 or keith@alveleyclassics.fsnet.co.uk

21
London, IN — **London to Brighton Run**. All British Cars. $45.00 pre-registration (before July 1st) $50.00 after includes registration, maps, instructions and awards banquet for 2. 150-mile route from London to Brighton. No timed stages, tricks, traps or driving skill sections. Start at Triton Central High School, London, IN. Check-in 9:00 a.m. First car out at 10:00. Finish in Cincinnati area. Awards Banquet in Cincinnati after the run. Info: Tom Beaver 1580 E 101st St. Indianapolis, IN, 46280 or call Don Haynam 317-887-3867 or mgdr@quicknet.net.

21-22
Norwich, CT — **Eastern Connecticut Auto Show** at the Norwich Tech School. Limited to 1982 or older cars. Auction on Saturday, Car Show on Sunday. Food Court, Flea Market, Trophies $10.00 registration. Info 860-887-1647 or fax: 860-889-7615 or Dave Wigfield 860-887-0557 or www.eccchamber.com/autoshow.

21-22
Midland, MI — **Michigan Summer Antique and Collectible Festival Auto Show**. Midland Fairgrounds. I-10 at Eastman Ave. All special interest vehicles welcome. Dash plaques, ribbons, cash awards. Info: 517-687-9001 or www.miantiquefestival.com

22
Ventura, CA — **British Car Show** at Harbor Village. Contact Mimi Breer 626-798-6279 or mbreer@ix.netcom.com

27-29
Fortuna, CA — **Fortuna Redwood Autorama** — Up to 20,000 spectators/day. Friday Night Cruise to the Sock Hop at the River Lodge ($5.00/person). with 50's activities and costume contest. Saturday Morning Pancake Breakfast at Rohner Park. Judged Car Show $25.00 (or $30 after July 5th) on Main St. or Show-n-shine $5.00 (or $20.00 after July 5th) at Redwood Village Shopping Center or Vintage and Exotic Show (Free) at Fortuna Fire Hall. Also an antiques and crafts fair at Rohner Park. Tractor pulls and Burnout contests. Saturday night Poker Run ($5.00) around the Eel River Valley. Participant only BBQ ($5.00/person) 707-725-3916 or www.redwoodautorama.com

28
Bellevue, WA — **Western Washington All British Field Meet**. Participant's Choice show and Autojumble. On the grounds of Bellevue Community College. Over 500 entrants. Arnie Taub 425-644-7874 or fax 425-747-0205 or ataub@worldnet.att.net or www.abfm.com

29
Santa Monica, CA — **SBMO Mustang (and DeLorean)**

Show Airport. OODLES of Trophies. Info: Dorothy 310-377-9614 or gatesbus@aol.com

AUGUST

3

Macungie, PA — **Das Awkscht Fescht Car Show**. Limited to 1981 or older cars (sorry '82 & '83 owners) Pre-registration post marked by July 1 $13.00 car show, toy show, bingo, fireworks, craft fair, flea market etc. 3 fun filled days. Info Hotline 610-967-2317 or Das Awkscht Fescht, PO Box 193 Macungie, PA 18062

4

Dayton, OH — **British Car Day 2001**. All British Cars. $10.00 advance registration includes free T-shirt. Dash Plaque to all entries. Participant's Choice Show, Autojumble. On a tree lined, grass field at Eastwood MetroPark. Contact: Skip Peterson: 937-293-2819 or mgbskip@aol.com

5

Elkhorn, WI — **Swap Meet, Car Corral, and Car Show** at the Walworth County Fairgrounds. 800 Show cars, 1000 swap spaces. Info: Madison Classics PO Box 7414 Madison, WI, 53707-7414 or 608-244-8416

5

National City, CA — **Heritage Day Parade & Auto Show**. Open to all, in Kimball Park. Music, Food & Activities. Info: 619-477-9339

10-12

Houston, TX — **DeLorean Motor Company**. Warehouse Tour, Car Show, Rallye, Technical Seminars, Demonstrations. Stephan Wynn, 281-568-9573 or 800-USA-DMC1 or www.delorean.com

12

San Clemente, CA — **Classic Car & Harley Show & Street Fair**. 8:00-3:30 Music, 50/50, Food, Games, & More. Car Quest Promotions 949-498-2703 or 949-492-1131

18

Montrose, CA — **Hot Nights/ Cool Cars**. 4 p.m.–9 p.m. Fee: 1st car $20.00, 2nd Car $10.00 Additional cars $5.00. Includes dash plaque, T-shirt and goodie bag. Live music, dancing in the street and shopping. Info: Mimi (626) 798-6279.

18

Cape Vincent, NY — **Autos On The River**, presented by the Cape Vincent Chamber of Commerce. 9:00 a.m.–5 p.m. at the Cape Vincent Village Green with the scenic 1000 Islands St. Lawrence River as a backdrop. $5.00 pre-registration, $7.50 the day of the show. Trophies and prizes, chicken BBQ dinner www.capvincent.org or call or e-mail Jack Steifl at (315) 654-8125 or Jack@capevincent.org

18-19

Pennsauken, NJ — **Beat the Heat Car Show**. "It's Cool Inside" the South Jersey Expo Center, 2323 Rte 73. Hundreds of trophies, Club Awards, Neon Light Show, Live Music, DJ, Saturday Night Cruise Info: 631-543-6475 or www.theshootoutshow.com

20

Holtsville, NY — **Lost in Time**. 50 classes. Open to all, 1st, 2nd, and 3rd place trophies in each class. At the PAL Sports Complex on Furrows Rd. Info 631-543-6475 or www.theshootoutshow.com

25

Rhinebeck, NY — **British Car Club Festival**. British cars and an Air Show. Barnstorming Rides available before and after the show. Old Rhinebeck Aerodrome. P.O. Box 229 Rhinebeck, NY 12572. 845-752-3200 Fax: 845-758-6481 or info@oldrhinebeck.org

26

Kingston, ON, Canada — **British Car Day** in Kingston City Park. Participant's Choice, Dash Plaque, games and prizes. Admission $20.00 – includes a BBQ for 2. Linda Thomas 613-385-1947 fax: 613-533-6353 or thomasl@post.queensu.ca

SEPTEMBER

7-8

Mooresville, NC — **Loch Norman's British Car Fest** with the greater Charlotte antique and classic boat festival. All British Cars, Participant's Choice, Tech Sessions, Autojumble. Sponsored by the Piedmont British Motor Club Info: L. Tyrone Stoner 704-528-3053 or tstoner@statesville.net

7-9

Churchville, MD — **Big M Birthday Bash**. Next to the Big M Restaurant, Rte 22, 5 miles W of I-95, Exit 85, Aberdeen, MD. Car Show, Carnival, Swap Meet, Car Corral, Flea Market, Midway Games, Live Entertainment, Dash Plaques, Door Prizes. Fireworks on Sat. Night. Room for over 1,000 show cars. Top 150 awards given on Sunday Afternoon. Pre-register $20.00 before Aug 1st, WYRE Productions, Inc. P.O. Box 111 Churchville, MD 21028. 410-879-5558 or 410-734-4370

8

Dover, NJ — **Fallfest 2001**. Participant's Choice & Autojumble, Fee $8.00 by Aug 21st, $12.00 after. Dash Plaque, goodie bag, raffle ticket, and 15% discount on counter purchases from Moss Motors. 9:00-3:00 at the Moss East Coast Showroom in the Hamilton Business Park, NJ Rte 10 to Salem St., To Franklin Rd, turn right. Info: Allen Rosenberg 973-755-3794 bigalnj@aol.com

8-9

Palo Alto, CA — **Palo Alto British Car Meet and Cruise to the Sea**. Sponsored by British Car Magazine and the British Motor Car Society. Saturday Cruise – Free. Sunday Car Show in El Camino Park $20.00. No pre-registration. Over 600 Cars. Info: rfeibusch@loop.com

9

Des Plains, IL — **British Car Festival**. Participant's Choice Show. Registration opens 9:00 a.m. Sheri Pyle 630-773-4806 fax 847-593-3085 sherip@ix.netcom.com

9

Sterling Heights, MI — **Battle of the Brits**. Concours, Participant's Choice, and Autojumble. $15.00 before Sept 1st. $20.00 after. On the picnic grove lawn of Freedom Hill County Park. Place awards in 33 Concours and 12 participant's Choice Classes plus special awards. Dash Plaque, T-shirt. Info: Suzanne Snyder 810-979-4875 or snydley@home.com

9

Manchester, CT — **CTR Motor Gathering and Picnic**. All British Cars, at Wickham Park, Participant's Choice, Autojumble, Gate opens at 9:00 a.m. Food available or bring your own picnic. Trophies. Jim Storrs 860-482-8876 jstores@snet.net

15-16

Victoria, BC, Canada — **English Car Affair in the Park**. at Fort Rodd Hill on the shores of Juan de Fuca Strait, Saturday Driving Tour followed by an evening social. Sunday Car Show. CANS15.00 Info: Doug Ingram 250-370-2820 or dougi@home.com

16

Chesterland, OH — **British Car Show & Swap Meet**. Participant's Choice and Autojumble. Darrell Floyd 330-666-2817 or floyd@cmh.net

16

Burlington, ON, Canada — **British Car Day** at Bronte Creek Prov. Park. Participant's Choice show and Autojumble. 500-1000 cars. 10:00 a.m. Contact Toronto Triumph Club ttc@ttc.com

20-23

San Ramon, CA — **West Coast Gullwing Extravaganza**. Thursday: Welcome Reception, Friday a.m. Caravan/Tour Wine Country/Lunch. Friday p.m. Banquet at Blackhawk Museum, Saturday: Car Show/Tech Seminar/Vendors, Saturday p.m. Awards Banquet. Headquarters at San Ramon Marriott. (Rooms available for $79) Hosted by the Northern California DeLorean Motor Club, Bricklin International, and the California Bricklin Owners. Ken Montgomery 916-278-7646 or KenM@csus.edu

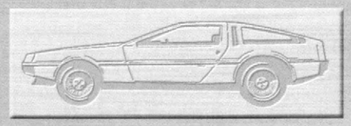
21-23

Indianapolis, IN — **Indy British Motor Days**. Participants choice Concours d' Elegance, fun rally/tour, tech sessions, Autojumble, Awards Banquet, Dash Plaques, door prizes and excellent food. Friday evening get together at the Brickyard Crossing Inn. Saturday is tech and the rally and 50's banquet/sock hop. Sunday is the car show at Indianapolis Raceway Park. Info: Tom Beaver, Registrar, 1580 E. 101st St., Indianapolis, IN 46280 or Don Haynam 317/887-3867 mgdr@quicknet.net

22

Irvine, CA — **Cruising for a Cure** on the runways of the old El Toro Marine Station. I-405 at Sand Canyon. 9:00 a.m.–4:00 p.m. Vendors, Breakfast available ($5.00) MeGuiar's Goodie Bags, Raffles, Proceeds to the UCLA Jonsson Cancer Center. Info: Debbie 949-752-5115 ext10 M-F or Roger 949-588-8777 or www.cruisinforacure.com

DELOREAN STORE



Video Package – Here are our two most popular videos. A must for all DeLorean enthusiasts: **Back From The Future**: The landmark video professionally produced for television by our own Robert Lamrock of Ulster TV in Northern Ireland. A fascinating saga that includes historical footage, TV commercials, early prototypes. interviews with John DeLorean, Steven Spielberg, factory workers and others. 30 minutes. VHS format only. **The Car and The Factory**: Former Director of Product Engineering for the DeLorean Motor Company in Northern Ireland, Mike Loasby gives us a first hand account that only he could give. This is a narrated audio video presentation that covers the many unique details involved in making our unique automobiles. 42 minutes, VHS format only. **Videos are $29.95 each or $50 for two**

Association Sports Cap – A great hat to wear to races, the ball game or any outdoor sport. Looks great backwards, too. A high quality cap that is a light tan with a black bill. Brushed cotton twill. Features the official, red and black embroidered Association logo. Six panels, one size adjusts to all adult heads. **$10**

Classic DeLorean Watch – Here is the watch for the DeLorean enthusiast who has everything else. The tiny DeLorean travels around the handsome black faced dial. This is a famous SWEDA watch in matte silver and includes a fine mesh band. Features a water resistant case, it is shock proof and it comes with a limited lifetime warranty. Packed in a beautiful gift case. **$49.95**

3 Button Henley T-Shirt – Here's your chance to get one of the most attractive shirts we've ever sold at a very attractive price. The big full color flying DeLorean on the back is an exceptional work of art. A small DMC is printed on the front. The shirt is white, 100% cotton. Was $25, now only **$19.95**!

Flying DeLorean Mouse Pad – Don't just be a computer geek, be a stylish, exotic car driving, computer geek. This high quality pad features the beautifully illustrated and colorful flying DeLorean. **$10**

Quill Duratone Logo Pen – An extremely attractive addition to any office or home. Textured grey with the Association logo on the slant top. Quill pens offer a lifetime guarantee against mechanical failure. **$8.95**

Red Association Logo Tumblers – Snap 'em up while you can at this special price. They come complete with lids and sipper straws. Just the ticket for all outdoor sports. **2 for $3**

SPECIAL

Shin Yoshikawa's DeLorean Poster – A must for your office or den wall. Get one at this special price. A very limited quantity of this colorful poster remain. 30″ wide X 24″ high. For the few remaining posters - **$9.95 or $34.95 for signed poster!**

DeLorean Owners Association

Call or fax (805) 641-3161 • www.deloreanstore.com

DeLorean Store • 835 Church Street, Ventura, CA 93001

The DeLorean Store website features many more products that you can order on line.

ORDER INFORMATION

American Express, Discover, Mastercard, Visa Accepted

7% Sales Tax on California orders. 2 to 5 weeks for delivery. Prices subject to change. Merchandise subject to availability. Mail, Fax or Phone order with Membership Number, Check or Credit Card Authorization for Total Charges including shipping charges made out to **"DeLorean Owners Association".**

SAVE 10% BY PLACING YOUR ORDER ON THE INTERNET.

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$50.00 and under.....**$5.00**	$120.01 to $140.00....**$12.00**	$250.01 to $300.00....**$25.00**
$50.01 to $65.00.....**$6.00**	$140.01 to $160.00....**$14.00**	$300.01 to $350.00....**$30.00**
$65.01 to $80.00.....**$7.00**	$160.01 to $180.00....**$16.00**	$350.01 and above....**$35.00**
$80.01 to $100.00.....**$8.00**	$180.01 to $200.00....**$18.00**	
$100.01 to $120.00.....**$9.00**	$200.01 to $250.00....**$20.00**	

MEMBER PROFILE

Mike Pack
Severn, Maryland

Like so many DeLorean owners, Mike Pack is an individualist, and as a result, he has already led a very unique life in his relatively few years. Just the mix of cinematography, banking, motorcross and violin is unusual enough for an interesting story, but there's more.

THE MAGIC CAR

Mike spent his early years in San Luis Obispo, California, and while at a restaurant in nearby Santa Maria, he had his first brush with what was to become a serious quest for him. He and his parents spied a DeLorean in the restaurant's parking lot. To this day, he remembers the window was down and sticking his hand through it. The thought of putting his hand through a "closed" window seemed like magic to him. He was sold at six years old — this was the car for him.

The memory of the magic car stuck with him as he grew up and went on to the University of Maryland. Having access to the college's research files, he decided it was time to check out DeLoreans in a serious way. Mike discovered there were thousands of articles and many books about the man, the company and the marque. He also turned up a movie that had been made about DeLorean. It was produced in England but never released in this country.

He had lots of information, but it was old, and really none of it was about actually owning the car. "But after pouring through almost endless material, I really came to appreciate what John DeLorean dared to accomplish", Mike says.

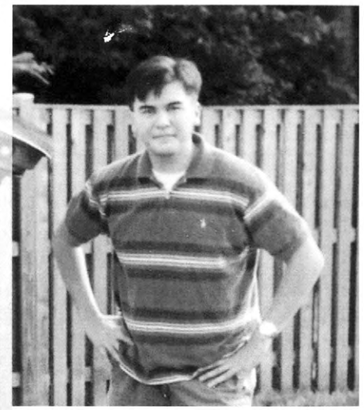
Then he discovered the DeLorean Owners Association and joined it immediately. His first move was to order all the back issues of DeLorean World. "From the magazines and the people, it was obvious the owners were extremely happy with their cars," he reports.

Mike would purchase his DeLorean in April of '97 while he was still in college. However, before he put down his hard earned money for it, he took it to a garage for exotic cars to have it checked over. Unfortunately, they wanted no part of it. So, he headed across the street to a gas station where an attendant put it up on a hoist and gave Mike a view of the chassis. Everything looked fine.

The previous owner was a Washington lawyer who bought it new in '81 but only drove it back and forth between DC and his summer home in Savannah, Georgia. Then. in 1984, he put it into storage. Mike states, "The car was just what I was looking for — an early '81 with black leather and an automatic transmission. I prefer the early DeLoreans because they have the locking gas cap and several other features I like. So after I got a good look at it, I knew it was for me".

AN EASY TO OWN CAR

Having been an Association member for several years before he bought the car, he was convinced that the marque is easy to own, reliable and safe if it is properly maintained. So, he made the decision he would have it inspected and serviced by his closest professional facility, P. J. Grady when he got home from college for summer vacation. But just before he did, there was an odd and fortuitous turn of events.



Mike tells the story, "I was driving my DeLorean home from college for the summer when I pulled into a gas station to fill it up. Just then, another DeLorean sped by, turned around and pulled in. I soon discovered from the lady who was driving it, she and her husband lived less than a mile from my parents. As we talked, I learned that they wanted to sell their car because they were retiring and moving away. She told me that many owners in the area had sold their DeLoreans and one even donated theirs to a local school. They were discouraged that most service facilities wouldn't work on them."

That summer, Mike worked for a real estate developer selling new houses. He became quite famous in the area for driving his friends' DeLorean on sales presentations, and at the end of the summer, he had what he calls an "astronomical" sales record. Although he admits, he's not sure if it was really the DeLorean that made the difference.

Mike sent off his car to P. J. Grady in New York and the couple stayed in touch through the summer while his car was being serviced there. Then one day they came over and gave Mike a gold DeLorean necklace with diamond headlights, some DeLorean literature and asked him if he wouldn't mind caring for their DeLorean while it was for sale. They had to move and there was no place to keep it at their new home. They knew Mike wouldn't have a DeLorean to drive for awhile and he was the only one they would trust to drive theirs.

Mike relates, "They wanted the car driven regularly and they wanted me to keep all repair receipts. During that summer, driving their car, I gained a wealth of knowledge about the reliability of DeLoreans. The Association and the DeLorean World articles were right. When cared for properly, they are extremely reliable".

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Well, as the summer drew to a close, another real estate developer saw the car and bought it on the spot. Could it be that she wanted to get it out of competitive circulation? Although he missed driving a DeLorean, he got his back several months later from Grady and since then has put many more miles on it than his "everyday" Acura.

AN EXCELLENT EDUCATION BUT...

Mike studied both Business Administration and Film Production in college because he wanted a career in the film industry and knew just how important good business sense would be. But upon graduation, he realized that although many films were shot in the east and midwest, those who made them came out from California. So, to support himself and the DeLorean, he got a job in banking where he stayed for several years. But it wasn't for him so he got out of it.

He is now intent on pursuing his dream of a career in the film industry — initially cinematography, then hopefully directing. To this end, he has already been hired to direct a film for the University of Maryland. But he admits, he will likely have to return to California, where his DeLorean quest began, to really make it in the film industry.

Lest you think Mike's life has been all banking, cinematography and DeLoreans, he also raced motorcross dirt bikes (until he had to have a hip replacement), he collects ancient coins and he is an excellent violin player. Not the squeaking kind we all have heard but a violin player who began at eight, toured the country in an orchestra and is still playing.

THE FUTURE OF THE DELOREAN MARQUE

Asked what he thinks the future of the DeLorean marque will be, he came up with a very thoughtful answer, "I think there are basically three types of owners. First, the original owners who are older now, of course, but they understand the car — what it was designed to be and what it is. They appreciate it as a luxury touring car. Then you have the second type of owners. They are young and bought it because they saw it in 'Back To The Future'. They want to modify it and don't care much about it being original or about maintaining it very well. Then you have the third type of owner which is where I fit in. Although I am quite young, I appreciate the beauty and precision of the car. I would never alter it and I find it sad that so many are butchering the marque. I see so much of this on the DeLorean Mailing list. I think the only DeLoreans that will be of value in the future will be those that are well-maintained and correct".

In fact, Mike has taken his concerns for the marque even further. He has been advising young people who contact him and are considering purchasing a DeLorean what to look for in a quality car and encouraging them to maintain them correctly.

Two things are very clear when you talk to Mike. He is on his way to a successful career in the film industry and he is proud to be a DeLorean owner. He states, "Owning a DeLorean is a very humbling experience for me. I am very thankful that I am able to own an automobile as unique as the DeLorean. The DeLorean has touched many people, and many dream of experiencing how fortunate we DeLorean owners really are."

GENERAL AUTOMOTIVE ELECTRICAL DO'S & DON'TS

Dick Shipman, Technical Director

I. DO NOT CONNECT A BATTERY CHARGER WITHOUT DISCONNECTING THE BATTERY.

Trickle chargers are alright — if the battery is removed from the vehicle and placed on a workbench — but Battery Tender Units are best for extended storage periods. Large quick chargers that produce high amperage may overvoltage the system thus causing damage to electrical components. It is recommended the battery be removed from the car to avoid acid damage to the interior of the vehicle should the battery leak due to extended periods of changing.

II. DO NOT "JUMP" START ANOTHER VEHICLE WHILE IT'S ENGINE IS RUNNING.

This may damage the alternator of the running vehicle.

DELOREAN NOTE: Only jump start an automatic vehicle in an absolute dire emergency as the computer governor could be damaged — it would be best to charge the battery out of the vehicle if at all possible. A DeLorean should only be jump started by using the jump start post in the engine compartment with the positive (plus/red) jumper cable — the negative (minus/black) jumper cable to a good ground on the engine (see photos).

III. ONLY ATTACH THE POSITIVE (PLUS/RED) LEAD OF THE JUMPER CABLES TO THE BATTERY WHEN "JUMP" STARTING ANOTHER VEHICLE.

The negative (minus/black) must be attached to a good electrical ground — not the battery. This prevents the battery from reversed polarity.

IV. DO NOT "REV" THE ENGINE OF A VEHICLE WHICH HAS A WEAK BATTERY DURING STARTING — AS THIS MAY DAMAGE THE ALTERNATOR.

Let the engine idle for a few minutes and then increase the RPMs to about 1200 for a few more minutes.

V. DO NOT DRIVE A VEHICLE ANY MAJOR DISTANCE IF THE ALTERNATOR IS OVERCHARGING AS INDICATED BY A GAUGE OR THE TYPICAL "ROTTEN EGG" SMELL.

This may damage the electrical system. Avoid using any unnecessary electrical systems, e.g. lights, defrosters or the radio. They may be damaged by the overvoltage.

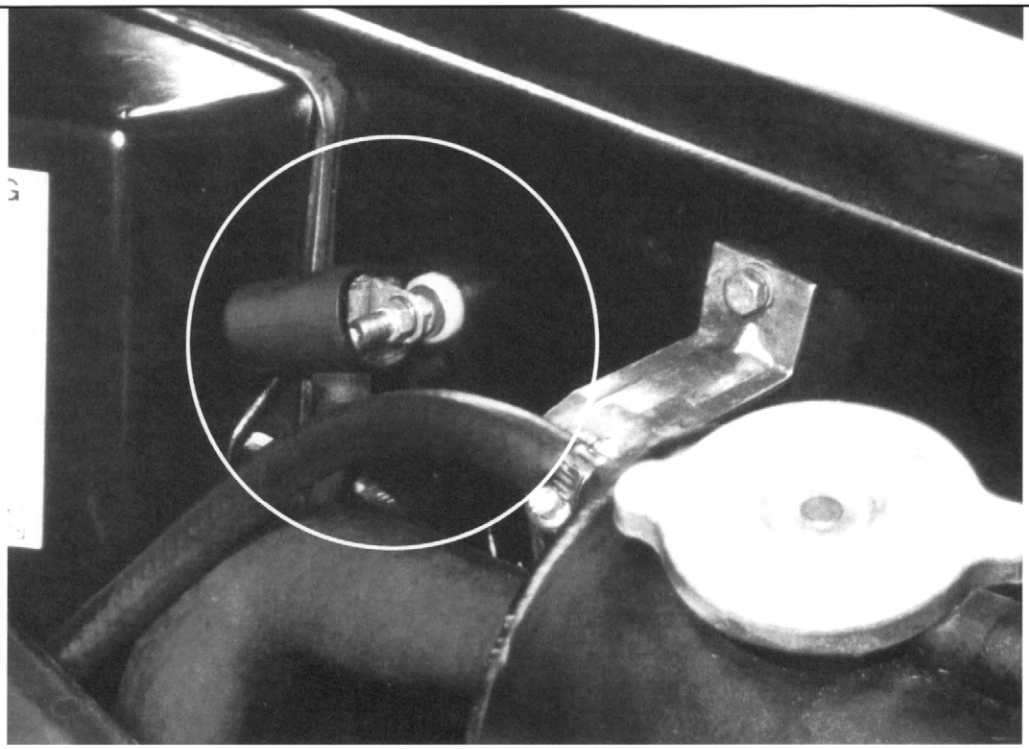
DELOREAN NOTE: If the alternator is charging less than 13 volts (by the gauge) and the car must be driven, then turn off all unnecessary electrical systems, e.g. lights, defrosters or air conditioning etc. If the alternator is charging 17/18 volts (by the gauge) then turn everything on. If this does not reduce the voltage to 13/14 volts, the car should not be driven as the entire electrical system could be harmed by the overvoltage.

VI. DO NOT "CRANK" AN ENGINE WITH ALL SPARK PLUG WIRES DISCONNECTED AS A SPARK COULD DISCHARGE TO THE INPUT OF THE ELECTRICAL CONTROL UNIT.

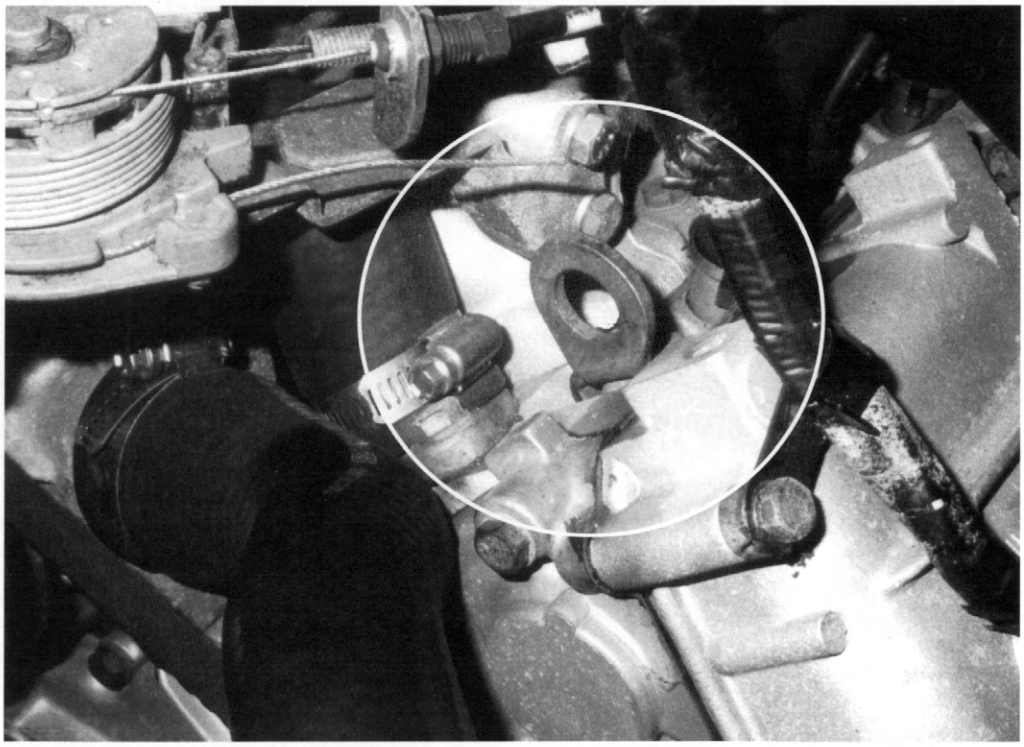
Our thanks to the following for taking the time to comment on this topic:

David Baurele - Baurele Automotive, Radnor, OH

Don Steger - DeLorean Motor Center, Garden Grove, CA



Attach the positive (plus/red) lead of the jumper cables here.



Attach the negative (minus/black) lead of the jumper cables here.

the ETDOC Tames a Dragon

By Aaron Posey, Knoxville, Tennessee. Photos by Aaron Posey and Ron Ferguson

The first meeting of the East Tennessee DeLorean Owner's Club (ETDOC) turned out much better than could ever be expected!

It all started weeks earlier when Sean Howley, Joe Palatinus, John Weaver, and I tossed around the idea of getting other DeLorean owners in our area together for a wintertime gathering. We posted the idea on the DeLorean mailing list to see what interest there might be.

Back row, left to right: Aaron Posey, Ron Ferguson, Marilyn Palatinus, Travis Graham, Joe Palatinus, Chris Schard, Louie Golden. Front row, left to right: Dr. Joe Palatinus, Scott Cagle, and Darren Decker.

Within a few days, many emails and phone calls were received asking to be informed about what we decided to do. Some responses were from people who said they would definitely show up;

- Darren Decker from Winston-Salem, NC, and his friend, Louie Golden from Charlotte, NC.
- Scott Cagle from Ashville, NC.
- Travis Graham from Nashville, TN.
- Ken Koncelik from Mason, OH (who drove the furthest to attend).
- Ronald Ferguson from Santa Barbara, CA (who happened to be in Huntsville, AL at the time).

Gathered at Neyland Stadium at the University of Tennessee.

- Dr. and Mrs. Joe Palatinus (parents of Joe Palatinus).

We decided that on Sunday, February 25, we would meet before noon at Rodgers Cadillac in Knoxville (my place of work), and then proceed on to a nice lunch and driving tour.

The night before the event, Darren and Louie arrived (with arrangements to stay at a local hotel). Of course, after I got off work, Sean and I took them to a nice restaurant in town, after which we did a complimentary cleaning of Darren's car at the dealership. (We had to think of something to do, right?)

The next morning, DeLorean enthusiasts started to arrive. Ken Koncelik arrived first, showing no wear for the distance traveled. Sean Howley followed, with most of the attendees arriving immediately afterward. Sean placed his D on a rack in the repair shop to display the really sharp looking ceramic coated exhaust system he installed. This car will be much easier to keep clean.

Showing a bit of Southern Hospitality, Sean took Ken briefly for a time to attend church. Meanwhile, the rest of us perused our cars, took many pictures, and watched the Country Music Video "How do you Milk a Cow", by Cledus T. Judd. (For those of you not familiar with this fine work of video art, it contains a DeLorean.)

Even in a sea of Cadillacs, the D's stood out. Of the many onlookers who slowed down or stopped to look, one car drove in, and asked if the dealership was going to start selling DeLoreans!

Around noon, our group departed in a convoy for lunch at the recently opened Tennessee Grill, located on the Knoxville waterfront. (Unfortunately, an emergency prevented co-organizer John Weaver from attending. We were sorry to miss him.)

the ETDOC Tames a Dragon

We parked in a row at the University of Tennessee campus parking lot, located across the street from the restaurant, and took pictures before going in to eat. This lot was in front of Neyland Stadium, home of the Tennessee Volunteers (GO VOLS!). Once seated for lunch, we had a great view of our cars, and of the people who would pass by and stare, awestruck by all the DeLoreans in one location. (We noticed that one restaurant employee sneaked out to get a closer look, and upon return, nearly walked into a tree — still looking at the D's no doubt.) As we finished eating, a group at the next table asked to see the cars up close, and of course, we were happy to oblige.

After lunch, we departed in a single file line of 7 D's, enjoying more smiles people would give us as they saw our stainless steel beauties.

Dr. Joe Palatinus and his wife Marilyn had previous engagements, and so could not join us on the road trip. Someone forgot to tell this to Ken Koncelik and Louie Golden (behind in Ken's truck), who followed Dr. Joe and Marilyn after they broke away from the convoy. After a few minutes, I realized they were missing, and stopped the whole procession to confer about where they may have gone. Our group split to go on to the next stop, while I turned back to search for them. I then got a call from Ken, who explained the mix-up. (Thank goodness for cell phones!) We finally all met again at a designated gas station to fuel up for the next leg.

Unfortunately at this point, Travis Graham, had to depart to return to Nashville because of something called "exams" at college. (Priorities, priorities, priorities. His D could not be number one that day.) The remaining 5 DeLoreans headed for the hills.

Our ultimate destination was "The Dragon" (as bikers call it). This is a stretch of road on US 129 that is 11 miles long with 319 curves — it is often referred to as the curviest road in the United States! It was the most fun on the driving tour because it allowed each DeLorean to really perform on these roads in the Great Smokies.

These were not simple curves, mind you. There were numerous up hills, down hills, cliffs on one side, a river on the other, and waterfalls with the appropriate sprinkling of motorcycle parts throughout! (A friend of mine, a pilot for the Life Star Helicopter Rescue for the University hospital, says he often gets calls to help people who "failed to tackle" the Dragon.) Of course, our DeLoreans had no problem at all.

The road ended at a place named Deal's Gap (population 6). The only establishment located here is a motel for bikers only. The bikers who were there were stupefied as they gazed over all the DeLoreans gathered in one place. After more pictures, we departed for the last leg of the trip, which although being a bit less curvy, was still quite challenging. It was yet another 50 or so miles to our next and final destination: Cherokee, North Carolina.

At the Cherokee Indian Reservation.

Upon arriving in Cherokee, we parked for a final round of pictures — all in a perfect line. This drew people in off the streets, wondering what was going on. When we were about to leave, a lady stopped to ask how much longer we would stay, because she absolutely had to tell her husband. We said we would wait a few more moments, so she raced off and returned in less than two minutes with her husband who couldn't believe his eyes. I let him sit in my car so his wife could take his picture inside a DeLorean. (That makes owning this car even more fun!) After more pictures, Darren, Louie, and Scott departed for their homes in North Carolina, while the rest of us headed back to our starting point.

Ron Ferguson (l) and Aaron Posey.

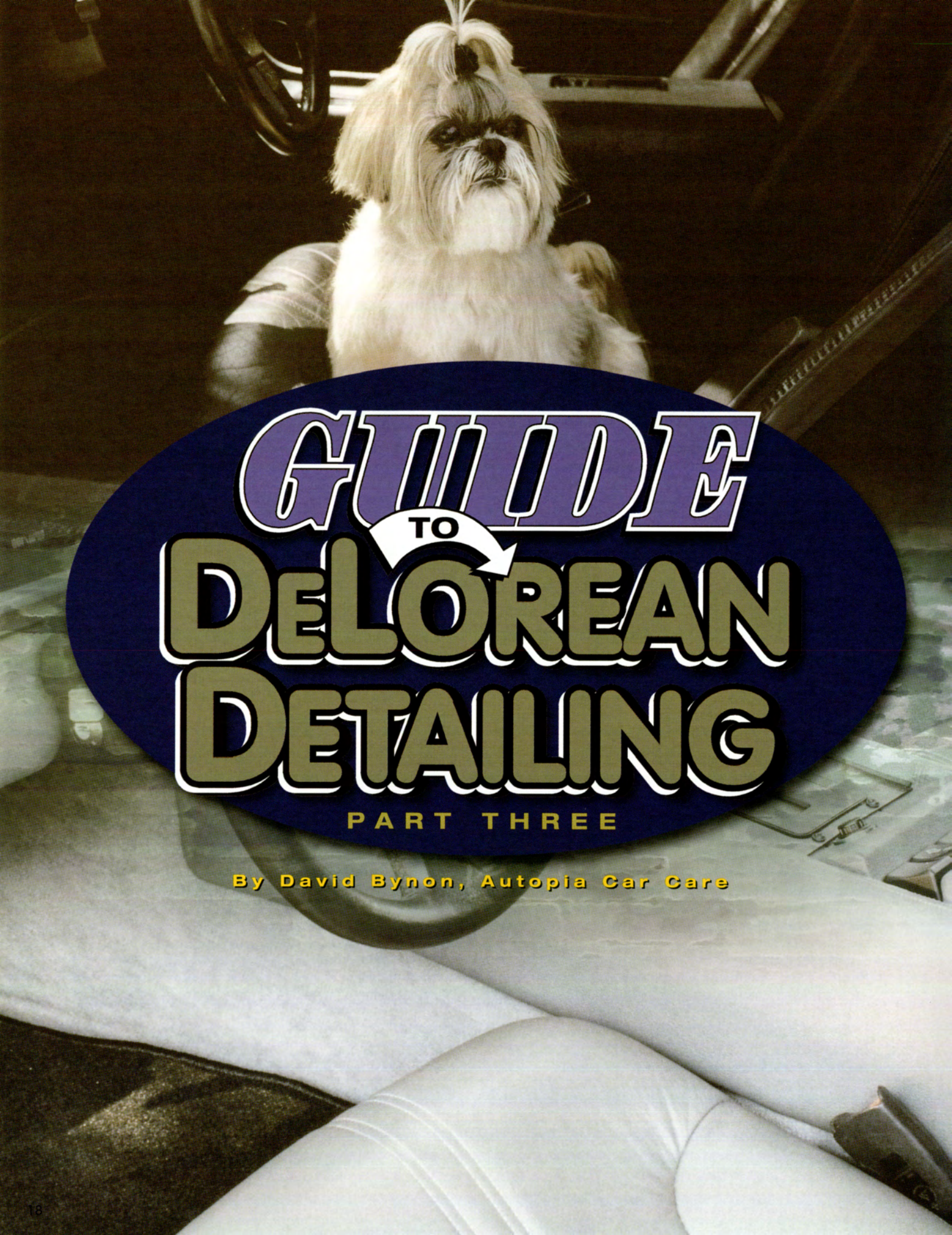
In total, the trip was almost 150 miles, and took most of the day. We didn't get back to the dealership until 8:00 pm. This was the longest trip I'd ever taken in my DeLorean. I purchased it in May of 2000, with only 430 spotless miles on it. (Everyone who has seen it says I would do extremely well in a Concours, so I'm considering entering one.) My car now has only 1400 miles (and as you can tell from the pictures and license plate, the VIN is '03202, it is a 1981 with gray interior, 5 speed, and hood lines but no gas flap.)

I am currently using a special set of wheels to keep the original NCT's and wheels in their perfect "new" condition. I would like to purchase another D so as to "have one to drive more often". On this second car, I would also like to have a backlit dash, possibly an upgraded engine and/or a turbo, and some custom wheels.

For me, meeting other DeLorean owners was one of the most important things I could accomplish. There is so much I do not know about maintaining such a fine automobile, and I am glad to have friends like Sean Howley, Joe Palatinus, and John Weaver to help me out.

We had a great time planning this first session, and I promise this will not be the last for the ETDOC. We are considering a springtime gathering in Ashville at the Biltmore Estate — so stay tuned.

For further information about the ETDOC, Contact me at 11110 Carmichael Road, Knoxville, TN, 37932, Phone (865) 310-2228, or email cadysrme@yahoo.com. Of course, check our website at www.etdoc.com! (We soon hope to make available free "@etdoc.com" email addresses, and more fun stuff.)



GUIDE TO DELOREAN DETAILING

PART THREE

By David Bynon, Autopia Car Care

I have come to know and respect David Bynon through our mutual affiliation with the Porsche Owners Club. He is extremely knowledgeable on automobile detailing and authors an extensive website on the subject under his company's name, Autopia Car Care.
There are tips, recommendations, and advice that he has compiled that I know everyone will learn from - even the most avid detailers.
David's website can be found at www.autopia-carcare.com.
In this issue, he covers the soiling of interiors.
– Dick Shipman, Technical Director

INTERIOR STAINS AND ODORS

With our active lifestyles and the amount of time we spend in our cars, the average car interior is easy prey for a myriad of stains and odors. Stain and odor removal is almost a science onto itself. Upholstery fabrics and carpets widely vary, as do the composition of stains. However, in my experience, there is a correct method and a suitable cleaner for most car interior problems.

PROTECTION IS WORTH A POUND OF CURE

Common upholstery fabrics are more likely to stain than vinyl or leather. To best prevent stains altogether, it is necessary to properly treat upholstery, carpet, vinyl and leather. The best treatment for carpet and fabric is a spray on fabric guard product. The Scotch Guard™ brand products are the best known, and most widely available. Other products, like 303 Hi Tech Fabric Guard, offer newer fabric protection formulas. To protect vinyl and leather, simply use your favorite cleaner and protectant on a regular basis. Some leather protectant products, like Eagle One Leather Conditioner, contain mink oil, which is excellent for protecting against stains.

When the inevitable happens and your three-year old drops (or barfs!) his mustard-loaded hotdog on your brand new velour upholstery, stay calm, and remove as much of the spill as possible (by blotting, not wiping, with paper napkins, paper towels, etc.) Then, don't let the stain sit too long before you get to work on it. Within a day or two, most spills will set and permanently stain your upholstery or become very difficult to remove. It will only take one such incident for you to realize that a $15 investment in fabric and carpet protection is worth every penny.

STAIN REMOVAL BASICS

Even without protection, you would be amazed at how easy it is to clean up most stains with nothing more than a neutral detergent and water. A neutral detergent has a pH of 7 (on a scale of 0 to 14). A detergent with a pH less than 7 means it is acidic, whereas a pH higher than 7 is alkaline. Neutral detergents will not bleach fabric or remove fabric protection.

When cleaning a stain, try detergent and water first. If this does not remove the stain, then go for a cleaner with a little more oomph! Common cleaning agents for interior stains include:

1. Neutral detergent (Ivory Liquid) & water (1:20)
2. Mild ammonia & water solution (1:5)
3. Distilled white vinegar & water (1:1)
4. Dry-cleaning fluid (Carbona, Renuzit, Perk)

Tools you'll need to remove interior stains include:

1. Spatula or putty knife
2. Clean, white terry cloth towels
3. Soft bristle scrub brush
4. Wet-dry vacuum

Some stains, no mater what you try, will be permanent. If an indelible stain has penetrated the fibers of a material, they will not come out. You might be able to make the stain less noticeable, but no cleaner or method will remove all of the stain. You will have to live with it or have the section of carpet or upholstery replaced. In some cases, leather and vinyl stains can be fixed by color matching the area with a leather or vinyl repair system (a job for a professional).

REMOVING ODORS

I get a lot of questions about removing smells. The most common questions are "How do I remove the smell of cigarette smoke?" and "My child vomited, how do I get rid of the smell?" Most bad smells in cars are organic (i.e., food, urine, vomit, tobacco, grass, mold, mildew, etc.). I recently had a professional detailer tell me a client had spilled fish in his car, which I know from experience is not pleasant. As a teen I hid an

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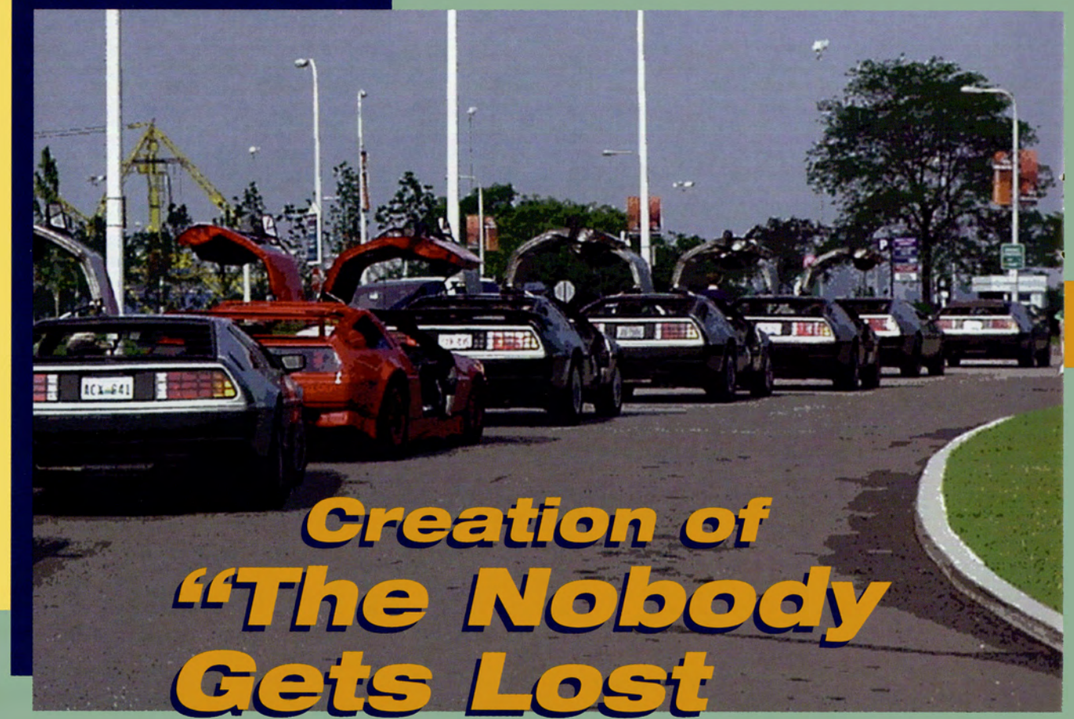


Creation of "The Nobody Gets Lost Driving Tour and Rock & Roll Road Rally"

by Patti and Mike Substelny

So you want to gather a bunch of DeLorean owners together, and you want to make sure they bring their DeLoreans? Nothing draws DeLorean owners like a pleasant drive in their DeLoreans!

It was with that thought in mind that the DeLorean Club of Ohio (DCO) hosted an elaborate driving event as part of Ken Koncelik's DeLorean Car Show 2000 in Cleveland. We called it *The Nobody Gets Lost Driving Tour and Rock & Roll Road Rally*. We believe that it contributed to Ken's success in attracting an incredible number of DeLoreans to his show. Both the show and the tour were described in DeLorean World Volume 17, Number 3.

If you were there, that morning your DeLorean and about 40 others lined up behind Cleveland's Rock and Roll Hall of Fame. As you pulled to the front of the line, Mike handed your driver an audio tape while Patti handed your navigator a folder containing written directions, a map, a rally clue sheet, and a hang tag. Once you got underway, we both spoke to you through the tape. Mike's voice gave directions and Patti's voice told tales of Cleveland's history and culture while music played in the background. Mike warned you of each turn just before you reached it, and Patti described each sight as it came into view. It was as if we were right there in your car.

In addition to the tape, map, and directions, color coded balloons marked your route, while DCO volunteers stood at certain tricky turns to point the way. You drove through parks and tree lined neighborhoods, visited a NASA Research Center, and enjoyed ice cream at a Presidential Memorial. You ate your lunch in a WWII theme restaurant adorned with full sized replicas of period aircraft and vehicles. Between stops, Patti told you stories of scandals, adventures, and heroes as you searched for objects in our fun-rally. Chances are that you had a full day.

We got quite a few compliments for this tour. A number of people have asked us to explain how we did it. This article will give you that peek at the man behind the curtain, explaining how we planned the tour and made it work. We hope it will inspire others to host similar driving events in their own hometowns.

PLANNING FAR IN ADVANCE

As you are about to see, an event like this takes several months of planning. We actually started almost two years ahead of time, but most of the work was done in the last four months.

Before we selected the route, we set some parameters. Ken had scheduled our tour for Friday, June 16. We knew that most of our drivers would have spent all day Thursday behind the wheel, and all of them planned to attend Friday night's dinner at the Crawford Museum with John Z. DeLorean. Accounting for all of this, we committed to parameters that would give everyone a pleasant day of sightseeing with not too much driving. One key to getting high participation was that there was no fee for this event. As you will see later, we made the whole thing work at very little cost.

Our Parameters:

- No fee to participate
- Start around 10 AM
- End around 3 PM
- At least two stops with restrooms
- No admission fees at stops
- Group lunch, "Buy your-own"
- Total 90 minutes driving
- Avoid major traffic

SIGHTS, STOPS AND THE ROUTE

The most important part of the process was selecting the sights to include. We wanted our guests to drive through our favorite parks and some interesting neighborhoods while seeing attractive views of the Lake Erie coastline, the Cleveland skyline, and many spots of historic significance.

We also needed to select some places where participants would actually stop and get out of their cars. From past experience, we knew that it takes a lot of time to get a group to park their cars, look around, take a photograph or two, and get back on the road. No matter how inconsequential the stop, we expected it to take at least 30-40 minutes.

Then we got out a roadmap and began to see how our list of possible sights and stops related to each other. It was obvious that a tour that included everything on our wish list would take several days. in a painful process, we eliminated some sights and bypassed some stops. Gone were Squire's Castle, the former Chandler factory, Huntington Beach, Cleveland Greenhouse, and the Cuyahoga Valley National Park. Yet we still had a rough route that included plenty of good sights and several appealing restaurants.

Then we got into a car and drove around the areas. We came up with a detailed route that was scenic and relatively easy to drive. We went through three parks and right past dozens of interesting sights, like DeLorean Cadillac and University Circle. From a distance, we could see Edgewater Beach, Winton Place, and six former car factories. We chose stops at NASA and the Garfield Memorial with lunch at the 100th Bomb Group restaurant. We allowed more than an hour for each stop.

continued on next page...

Creation of "The Nobody Gets Lost Driving Tour and Rock & Roll Road Rally"

CREATING THE AUDIO TAPE

The key feature that distinguished our driving tour was the sound track. We got the idea for the tape from the local Mercedes club, who once did a tape with simple instructions and some music to go with a tour. Because all DeLoreans originally came with cassette players, this seemed like an idea we could use. With a little work, we could make our guests feel like they had a tour guide riding in the car with them.

We invented (as far as we know) an easy way to make an audio accompaniment that is nearly synchronized with a drive. Once we had settled on the details of the route, we drove it from start to finish. We had a camcorder in the car with us running the whole time. This gave us a tape that would duplicate the experience our guests would have when they drove the route months later. We drove at the same time of day on the same day of the week as the planned event, with the theory that the traffic delays on our tape would match the actual tour.

While we were taping the route we spoke into the camcorder, mentioning landmarks and trip odometer readings on the video tape. We did not need to take any written notes at all. Afterwards we played back the tape, jotting down useful notes, the odometer readings, and stopwatch times. This was an easy way to capture details of the drive. *Audio Dub: A feature on some camcorders and VCRs which allows you to record a new sound track onto a tape while viewing the undisturbed video track.*

The best part was the next step. We copied the video tape, leaving out the entire audio track from the copy and saving the original for reference. Then we played the new tape, this time using our camcorder's audio dub feature and built in microphone to create a whole new soundtrack. We could tell stories, give directions, and play music, always watching the television screen to see what our audience would be seeing at that moment. if we made a mistake, we could easily rewind and fix it without losing synchronization.

In addition to the sound track, each car got a folder containing maps with color-coded directions, a rally clue sheet, postcards relevant to the narration, and a hang-tag that identified it as part of the group.

We got out our Cleveland history books and wrote a thirty page script, arranging the stories to fit various sections of the tape. Researching, writing, and selecting music took us several months, but it was worth the effort to give our guests a tour they would remember forever.

Once the script was written, we spent several evenings reading into the camcorder and watching the route go by on television. When we had the entire sound track on the video tape, it was a simple matter to copy it to an audio tape using an ordinary home stereo. Now we had a 90 minute cassette that told stories of history and local heroes as our guests drove around Cleveland.

Using a dual deck stereo, we made many copies of the tape. With the help of our friend Johnathan Settle, we were able to offer a few copies of the sound track on CD for those who had upgraded their DeLoreans from cassette players. While sound quality on the tapes was actually better, the CDs offered the advantage of having their track numbers correspond with the step numbers on the written directions.

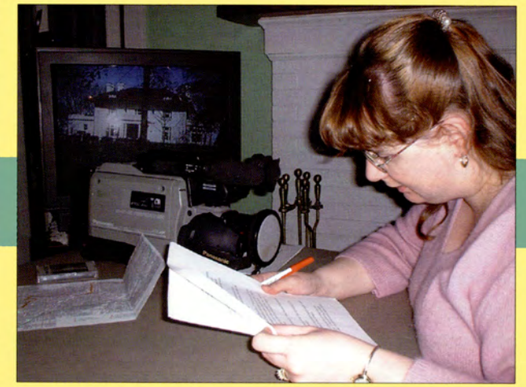
We wanted to work all of the bugs out of the tour, so we gathered a group of DCO volunteers to test the map, directions, and the audio track. After the test, we made some minor tweaks and decided to add colored balloons to mark the turns (red for right, blue for left, white for straight). We also realized that the tour depended on everyone encountering the same level of traffic, and that launching all the DeLoreans at once would cause a traffic jam at each stop. To avoid congestion, we decided to allow twenty seconds between cars. As the big day approached, we were ready for anything.

We had butterflies in our stomachs as the long line of DeLoreans pulled up for the start of the tour. All these people were counting on us to show them a good time! We crossed our fingers and launched the first DeLorean. Twenty seconds later, we launched the second car. Things were going exactly as planned.

As the tour was underway some guests told us that we made it look easy. The truth is that is really was easy, thanks to our fantastic DCO volunteers. Tom and Cheryl Wilke, Rick and Kathy Myosky, and Shannon and Jenette Yocom directed traffic, placed balloons, and made the stops go smoothly. Cheryl Wilke handled the toughest job, settling all the bills at the restaurant. Mike's father, Hank Substelny, drove one of the balloon placing/collecting cars while Patti's mother, Jan Otremsky, helped serve free ice cream at the Garfield Memorial.

Taking a cue from Ken Koncelik, we ran this tour on a shoestring budget. All of our photocopies, including the hang tag, were ordinary black and white on colored paper. We used highlighter pens to make the maps more readable and postcards of Cleveland-made cars to make the folders more attractive. Mike found cases of audio cassettes for pennies each, and James Espey found blank CDRs with a 100% rebate (free!). Each tour packet cost us about $1.50, including photocopying, postcards, the audio cassette, and ice cream. We covered our expenses by building an extra 40¢ to 80¢ into each lunch bill, depending on meal selection.

After you run an event named The Nobody Gets Lost Driving Tour and Rock & Roll Road Rally, the first question everyone asks you is "So did anyone get lost?" We say no, but a few participants disagree. Everyone had the sound track, the balloon markers, written directions, a map, and the number of my cellular telephone. The day of the tour some unexpected road construction put a few cars off course, but no one ever got desperate enough to call for help and everyone made it to dinner. As long as you believe you can get back without help, we say you are not really lost.



Patti reads the script, using the camcorder to dub her voice and background music onto a VHS tape, always in cync with the pre-recorded tour route.

The second question people ask is "Who won the fun-rally?" A lot of people kept their eyes peeled during the drive and found many items on our Rock & Roll theme clue sheet, but the prize went to Travis Graham with a perfect score.

As much work as this tour required, it was the highlight of the summer for us. We would not hesitate to do another, and we encourage other DeLorean Owners Association members to arrange similar events. Whether you host one for a local club, or you do it in conjunction with an Expo, we would like to know about it. Patti and Mike would be happy to help you, if you like, and our DeLorean would be the first to show up at your starting line!

"I really wonder if DeLorean One would come all the way out here?"

Sure we will. In fact, no matter where you live in the continental United States, we'll come out. We'll pick up your car in our custom made DeLorean transporter, bring it to our service center, repair it and return it to you. It's easy and it's economical.

We'll save you money by doing the job right the first time, and you won't have the hassle of driving your car back and forth to a distant service center.

Even if you live out of town a little, give us a call. Because we'll be in the neighborhood anyway.

We ship all DeLorean parts and accessories to anywhere in the world.

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International fax: (818) 998-6381
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DELOREAN ONE

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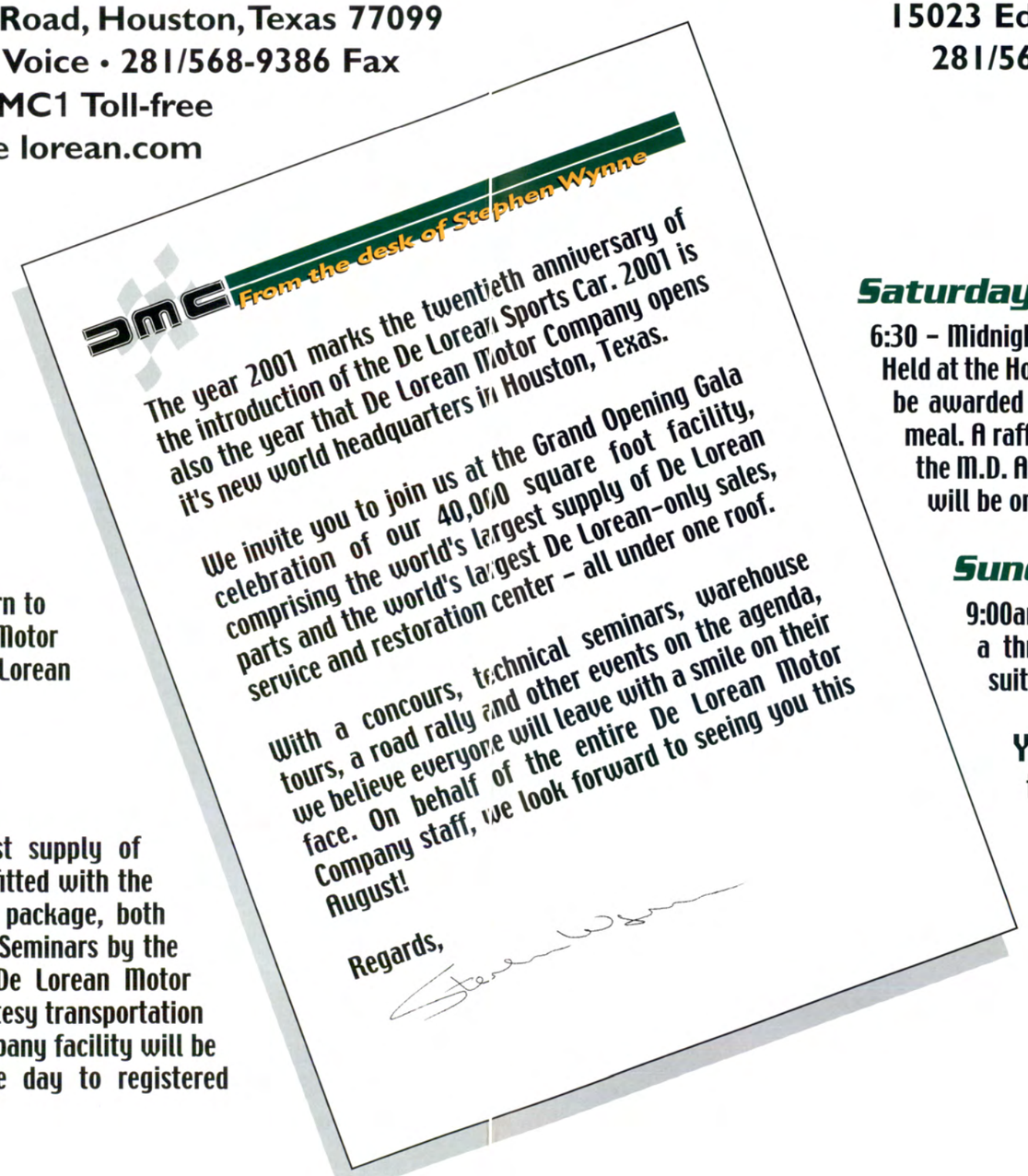
(800) USA-DMC1 Toll-free
http://www.de lorean.com



From the desk of Stephen Wynne

The year 2001 marks the twentieth anniversary of the introduction of the De Lorean Sports Car. 2001 is also the year that De Lorean Motor Company opens it's new world headquarters in Houston, Texas.

We invite you to join us at the Grand Opening Gala celebration of our 40,000 square foot facility, comprising the world's largest supply of De Lorean parts and the world's largest De Lorean-only sales, service and restoration center – all under one roof.

With a concours, technical seminars, warehouse tours, a road rally and other events on the agenda, we believe everyone will leave with a smile on their face. On behalf of the entire De Lorean Motor Company staff, we look forward to seeing you this August!

Regards,

Friday, August 10th

3:00pm – 6:00pm • Check In
Your first visit to our new facility will be to get your registration packets, including two special commemorative limited edition gifts available only to attendees. If you are unable to arrive during this time, registration packets will also be available for pickup throughout the weekend.

7:30 – 9:00pm • Welcome Reception
After you are settled in at the hotel, we invite you to return to our facility for a Welcoming reception, hosted by De Lorean Motor Company. Meet the other attendees and the staff of De Lorean Motor Company.

Saturday, August 11th

9:30am – 4:30pm • The Main Event
Guided Tours of the DMC facility, including the largest supply of De Lorean parts in the world • Test Drives of De Loreans fitted with the new DMC high performance PRV engine and suspension package, both automatic and manual transmission equipped • Technical Seminars by the staff of De Lorean Motor Company • Millennium, the De Lorean Motor Company Concours and People's Choice Competition • Courtesy transportation to and from the Sofitel Hotel and the De Lorean Motor Company facility will be provided at no charge every half-hour throughout the day to registered attendees.

Saturday, August 11th (continued)

6:30 – Midnight • Awards Banquet and Party
Held at the Hotel Sofitel, Millennium and People's Choice trophies will be awarded after dining on the exquisitely prepared three-course meal. A raffle will also be held, with the entire proceeds benefitting the M.D. Anderson Cancer Center. Popular music by a modern band will be on hand for your entertainment.

Sunday, August 12th

9:00am – 12:00 noon • Sights of Houston Rally, organized by a three-time SCCA Rallymaster of the Year, this rally is suitable for any skill level.

You can choose to participate in any or all of the events planned for this weekend. The registration fee for the entire weekend, including the Awards Banquet and Party is just $34.95 per person.

Registration is required no later than July 27, 2001. To register, simply call us! Alternatively, you can register online at our website – www.de lorean.com – either way, don't miss out on this great event!

TECH NOTES

EMERGENCY HOOD AND ENGINE COMPARTMENT ACCESS

By Dick Shipman, Technical Director

EMERGENCY HOOD RELEASE

DMC Service Bulletin No. ST-21-10/81 advises that a hooked wire can be used to open the hood if the cable release breaks. This time consuming method can be used only if the compartment is not carpeted and there is not any luggage in the compartment.

A very simple way to enable access in case the cable release breaks is to attach a piece of mechanics wire to the release latch and wrap it around the bolt closest the to the release latch that secures the gas filler nipple. (I suggest that flat washers be installed between the wire and the bolt head and car body). Be sure that the wire is long enough so that you can reach under the hood to pull it when the hood is closed.

If the factory cable breaks, it should be replaced with a solid 30 gauge steel wire release that can be obtained at any automotive supply store.

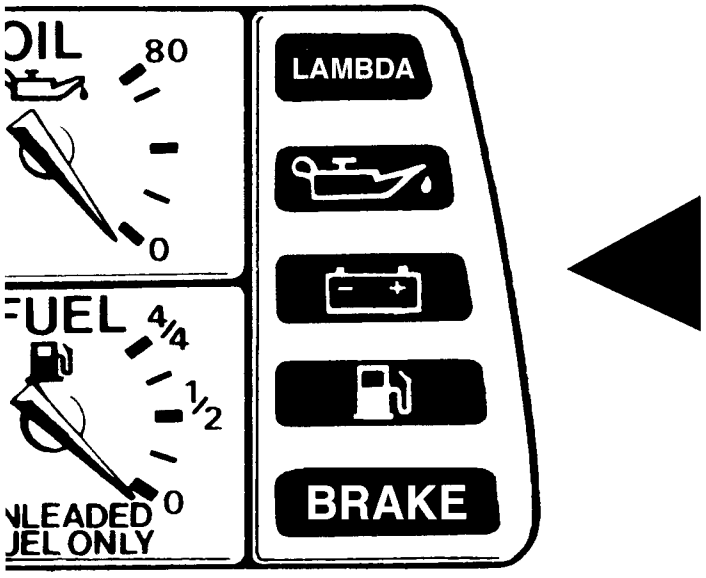
Photo A illustrates where the wire should be installed.

EMERGENCY ENGINE COMPARTMENT RELEASE

I also suggest putting an emergency release in the engine compartment, too. This can be done by removing the release plate and the left rear tail light assembly. The wire should be attached to the release latch and the inner frame of the body as indicated in Photo B.

In order to use the emergency release, you will need to remove your tail light.

CHARGING SYSTEM WARNING LIGHT INDICATIONS



By Dick Shipman, Technical Director

I. LIGHT IS ON WITH KEY OFF -
Alternator is bad, diode in alternator has shorted.

II. LIGHT IS NOT ON WHEN KEY IS ON -
1. Alternator light is bad or has no power,
2. Regulator is bad,
3. Open DF (field) wire to alternator, or
4. Alternator is bad, slip rings are open.

III. LIGHT REMAINS ON AFTER ENGINE STARTS AND ENGINE SPEED IS GREATER THAN 2000 RPM -
1. Regulator is bad,
2. Battery lead to alternator is open,
3. Poor alternator ground,
4. Alternator is marginal, slip-rings are dirty,
5. Light wattage is too small (not enough startup current),
6. DF wire is shorted to ground, or
7. Alternator is bad.

IV. LIGHT IS DIMLY LIT AFTER STARTING, BUT GETS BRIGHTER AS RPM INCREASES OR AS LOAD IS INCREASED -
1. Battery lead to alternator is bad or connections are loose,
2. Poor ground connections,
3. Battery is bad, or
4. Alternator is bad (Diode is open).

V. LIGHT IS DIMLY LIT AFTER STARTING, BUT GOES DIMMER AS RPM INCREASES AND EVENTUALLY GOES OFF.
1. Low battery, or
2. Poor battery connections.

VI. LIGHT IS BRIGHTLY LIT AFTER STARTING, BUT GETS DIMMER AS RPM INCREASES BUT NEVER GOES OFF.
1. Regulator is bad, or
2. Alternator is bad.

...continued from page 29

open can of sardines under the seat of a neighbor's car. They had to sell the car to get rid of the smell!

Smell problems are pretty easy to take care of with some of the new cleaners on the market. My favorite is called "Kids & Pets Brand Stain & Odor Remover," by Paramount Chemical Specialties (www.kidsnpets-brand.com). This cleaner, and others like it, use enzymes, a surfactant, and denatured alcohol to remove stains and kill odors. The enzymes kill odors in their tracks by stopping the organic material from decomposing. So, spray this stuff where your girlfriend just heaved all over the front seat, and the mess and stain are gone. Don't use it, and you'll be smelling that nigh for a long time. Other products that also work okay for dealing with organic smells and stains include Febreze (Procter & Gamble) and FreshCare (Clorox).

Tobacco smoke is one of the most difficult smells to remove from a car. The smoke permeates everything, including the foam rubber used in seat cushions. You can successfully remove most of the tobacco smell by shampooing the carpets and upholstery with Kids & Pets Brand Stain & Odor Remover, and wiping down all other surfaces with a sponge and Kids & Pets Brand Stain & Odor Remover. After the carpet has dried for 24 hours, sprinkle baking soda on the carpet, rub it in with your hands, and leave it for a week. After a week, vacuum your carpets. The baking soda will absorb the remaining odor in the carpet. Don't forget to scrub the headliner, as this is the source of a lot of the smell.

AUTOMOTIVE INTERIOR CLEANERS

The automotive industry is full of good cleaners made specifically for car interiors. Here are a few of my favorites. All of these products are easy to use, and get you out of the chemistry business.

CLEANER	LEATHER	VINYL	FABRIC/CARPET
XENIT	No	Yes	Yes
Eimann Fabrik Carpet & Upholstery	No	No	Yes
Eagle One Zap Spot Remover	Yes	Yes	Yes
Pinnacle Leather & Vinyl	Yes	Yes	No
Lexol Spray Leather Cleaner	Yes	No	No
Zymol Fabrique Fabric Cleaner	No	No	Yes
Eagle One Leather Cleaner	Yes	No	No

STAIN REMOVAL CHART

Stain	*Composition*	*Removal Method*
Acids	Hydrochloric, acetic, and other acids	Apply a solution of baking and water. Follow with a solution of ammonia and water. Rinse with cold water.
Alcoholic beverages	Alcohol, sugar, tannin, coloring	Apply detergent solution; blot. Apply vinegar solution; blot. Apply ammonia solution; blot. Rinse with cold water and dry.
Butter or margarine	Vegetable dye, milk, salt vegetable and animal fats and oils.	Kids & Pets Brand Stain & Odor Remover
Blood	Albumin, fat, fibrin, iron	Scrape off fabric or carpet. Apply cool water; blot. Apply Kids & Pets Brand Stain & Odor Remover; blot. Rinse with cool water and blot dry. Apply a rust remover followed by 3-5% solution of hydrogen peroxide if stain remains.
Catsup or tomato	Tomatoes, salt, sugar, vinegar, onions	Apply a cool detergent or solution or use Kids & Pets Brand Stain & Odor Remover, blot. Rinse with water and blot dry.
Chewing Gum	Resins. sugar	XENIT Cleaner & Remover. Alternately, use a commercial aerosol gum freeze until the gum is brittle. Break into bits and vacuum up.
Chocolate	Oil, grease, cocoa, butter, coloring, sugar, milk	Scrape off surface. Apply a cool detergent solution; blot. Apply ammonia solution; blot. Apply vinegar solution; blot. Rinse with water and blot dry.
Coffee	Tannin, sugar, milk	Kids & Pets Brand Stain & Odor Remover. As an alternative, apply a paste of raw egg yolk; rinse.
Crayon	Wax, grease, pigments	Apply XENIT or a dry-cleaning solvent; blot. Apply detergent solution; blot. Rinse and blot dry.
Grass stains	Tannin, acids, oils chlorophyll	Use amyl acetate, if available, to remove the chlorophyll. Use Kids & Pets Brand Stain & Odor Remover; blot. Rinse with cool water and blot dry.
Grease or oil	Petroleum derivatives	Apply mineral spirits. Work to center of stain to avoid a ring; blot. Apply a light detergent solution; blot. Rinse and blot dry.
Ink	Soluble aniline dyes, oils resins, gums, binding	Apply dry-cleaning solvent or XENIT; blot. Apply agents denatured alcohol; blot.
Jam or jelly	Fruit pulp, sugar, tannin	Apply detergent solution; blot. Apply vinegar solution; blot. Rinse and blot dry.
Lipstick	Pigment or dye in fat, waxes, oils	Scrape off surface. Apply dry-cleaning solvent or XENIT; blot. Apply detergent solution; blot. Rinse and blot dry.
Mold or mildew	Fungus	Kids & Pets Brand Stain & Odor Remover or solution of one teaspoon disinfectant cleaner to one cup cool water; blot. Apply ammonia solution; blot. Keep dry!
Mud	Soil	Allow to dry, then brush or scrape off as much as possible. Apply detergent solution; blot. Apply ammonia solution; blot. Rinse and blot dry. If stain remains, use dry-cleaning solvent.
Mustard	Mustard seed, vinegar, salt	Apply detergent solution; blot. Apply vinegar solution; blot. If stain remains, apply rust remover or hydrogen peroxide solution; blot. Do not use ammonia or alkalines.
Nail polish	Dye or pigment in cellulose acetate base, solvent, plasticizers	Apply dry-cleaning solvent. Apply nail polish remover; (test first); blot. Apply detergent solution; blot. Apply ammonia solution; blot. Apply vinegar solution; blot. Rinse and blot dry.
Rust	Iron oxide	Rub with steel wool and vacuum. Apply rust remover; if necessary.
Shoe polish	Waxes, resins, solvents, dyes, shellac, alcohol, tannin	Apply dry-cleaning solvent.Apply detergent solution; blot. Apply ammonia solution; blot. Rinse and blot dry. If stain remains, bleach with 3-5% hydrogen peroxide.
Urine	Urea, uric acid, ammonia, organic acids, pigments, cholesterol, albumins, proteoses	Blot up as much as possible. Apply Kids & Pets Brand Stain & Odor Remover or use an ammonia solution followed by a vinegar solution; blot. Rinse and blot dry. Urine may remove dye from fibers, so don't let it sit for long.
Vomit	Food, mucus, albumins, acids	Blot up as much as possible Apply Kids & Pets Brand Stain & Odor Remover or use a detergent solution, followed by an ammonia solution, followed by a vinegar solution; blot. Rinse and blot dry.

The PRODIGOUS DESCENDANT

Story and photos by Brad Stevens, Canandaiga, New York

I like cars. You like cars. What makes us different from other automobile enthusiasts? What was the influence which drove us to drive the DeLorean? What attracts us to this wonderful car?

When I was a wee one, my mother would buy me the finest of toys. Starting from the 1/87 Matchbox cars and progressing to the 1/43 Corgi, Dinky and Bolido, I was hooked. My desire for the shiny, beautiful cast cars increased.

As I grew older, in the sixties, the New York Auto Show and Auto Racing at Lime Rock Park, Connecticut influenced my tastes so I leaped into 1/32 and 1/24 scale slot car racing. Cobras, Lolas and Ferraris no doubt lent their hand in teasing me to buy a sports car when I could. Was it my father's Jaguar? Or how about my brother's Triumph, Shelbys and Corvettes? I'm no sure, but I HAD to have a sports car.

MY FIRST CAR WAS A PALE YELLOW 1970 TRIUMPH TR-6, LOTS OF FUN AND LOADS OF HEADACHES.

But I loved the feeling of a neat, agile, nimble car. However, more reliability was called for. My next two cars were a Ford Capri - V-6s, good power and reliability, but not a true sports car. 1976 came and I bought America's Sports Car, the Chevrolet Corvette. It was a sports car, a beautiful body, mindless torque, and 3600 lbs. Not very lithe. Not very exclusive. What to do? I always loved sports, GT's and Exotics. Maybe a Ferrari? Too expensive. Porsche? No style. I had to have a car that looked just right. The car with the lines, the exotic looks, the unique design.

The DELOREAN! That was the ticket! Beautiful. Style with grace. It was as pretty as anything produced. Comfortable? It seemed to have as much cockpit room as any GT I'd been in. It had all the creature comforts one could want, 304 stainless steel skin, gull wing doors and an all alloy, fuel injected, V-6 that was rear engined. Now, tell me that's not exotic!

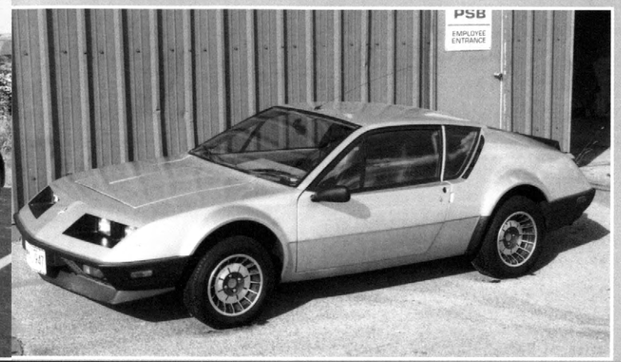
Now that I had this automobile, I wanted to know more about its design and interesting history. I bought magazines of DeLorean road tests. I still needed more. I bought the book of/and about John Z. Delorean, but I wanted to know more of the car's heritage.

IF THE DELOREAN WAS TO HAVE PARENTS, THEY WOULD BE THE LOTUS ESPIRIT AND THE RENAULT ALPINE A-310.

The English Lotus Espirit is a 2 seat fiberglass wedge with a 4 cylinder, mid-engine layout. The little motor is nestled in a pressed steel, center backbone frame. Its futuristic, beautiful body was designed by Giugiaro. The angular and sharp edges produced good aerodynamics. You don't have to look very hard to see where the DeLorean gets its beauty.

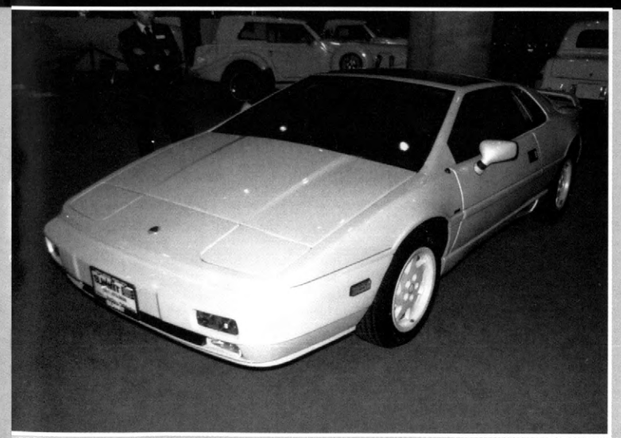
	1978 Lotus Espirit	1978 Renault-Alpine A-310	1978 DeLorean DMC-12
ENGINE	Mid I-4	Rear V-6	Rear V-6
SIZE	120 CID	162 CID	174 CID
HORSEPOWER	140	150	130
WEIGHT LBS.	1980	2245	2840
HEIGHT INCHES	43.75	45.3	44.9
LENGTH INCHES	167	167.3167	168
WIDTH INCHES	73.25	65	78.3
WHEELBASE	96	89.4	94.8
0-60 MPH SEC.	9 sec.	7.5	10.5
1/4 MILE SEC.		15.0	17.9
TOP SPEED MPH	120 mph	140 mph	109
PRICE	$27,000	$80,000 FF	$25,000

Source information: Road and Track, Stainless Steel Illusion, Standard Catalog of Imported Cars



Distinctly French, the Renault Alpine A-310 is a fiberglass 2+2 fastback with a tube steel backbone chassis and a PRV-V6 being 2664 cc with 2 Solex carburetors. This combination produces 150 BHP through a 5 speed transaxle. Aggressive, yet unique, unmistakably French, the A-310 had made it's contribution to the DeLorean by adding it's muscle.

The DeLorean has the distinction of being the world's only production car with a stainless steel body. It's gull wing doors add to it's mystique. Underneath, it looks like an Espirit with a PRV hung way out in the rear. The DeLorean being probably the most comfortable to drive and ride amongst the three, I would say it is the most modern, best packaged exotic.



It must be pointed out that from the beginning the DeLorean was engineered to strict U.S. EPA and DOT Standards and most important, the American consumer.

As we know, the DeLorean ceased production in 1982 the last Alpine rolled off the line in 1995. The Espirit in its latest form, is due for a change very soon. It is very interesting to see how two unusual automobiles lent their engineering and design to produce the most unique, the DeLorean.

The Daily Courier - British Columbia

Article that ran in the Kelowna, British Columbia Daily Courier featuring John Tulloch's DeLorean.

Back to the future

Winfield resident Stewart Tulloch's 1981 Delorean is said to be one of the lowest-mileage examples of the car in North America.

■ John Delorean's stainless steel wonder

If it hadn't been for Michael J. Fox, the Delorean sports car might have been just another footnote in automotive history.

The mid-eighties movie blockbuster Back To The Future forever carved a niche for the stainless steel wonder in North American pop culture.

The car was as much a star of the show as the leading man, kitted out as a funky, atom-splitting time machine.

Little did the vast majority of the audience know that the company that built the car was founded by one of the most legendary names from the hotrod era, that the same founder had been busted and later exonerated on cocaine trafficking charges and that the whole works had gone belly up a couple of years before the film would ever hit the screen.

Delorean Motor Company was founded in 1975 by John Z. Delorean, the man widely credited with creating the whole muscle car phenomenon while head of General Motors' Pontiac Division.

Delorean became the youngest division manager in GM history in 1964. He was 41.

While his name is usually connected with the birth of the GTO, that honour actually falls to his predecessor at Pontiac, Pete Estes. Delorean took over the helm the year after the GTO debuted, although he did push the division to new heights in the performance world and ushered in such memorable models as the Trans Am and GTO Judge.

After 25 years in the industry, Delorean decided to go it alone with a grand vision for a whole new type of sports car.

It was to be "A total performance car that would be economical to run and safe to drive, without compromising quality and comfort for price."

Thus the DMC-12 was born.

John Z. found the financial backing to start up a production plant at Dunmurry, N. Ireland, which built a total of 8,583 cars over its year run from 1981 to '83.

JON MANCHESTER
Rearview Mirror

The car that would bear his name would be penned by Giorgetto Guigaro of the ItalDesign studio in Turin, Italy.

It was a glass-reinforced plastic design with a stainless steel skin, which sat on a unique double Y chassis designed by Lotus.

Rather than frame rails down the sides of the car, a large, single backbone ran down the middle, with a Y at each end. The gas tank and trunk sat between the front Y and the engine between the rear Y.

It offered fully independent suspension, four-wheel disc brakes and a body that would never chip, fade or rust.

Power was supplied by a Volvo V-6 displacing 2.9 litres and producing 170 horsepower. It could be matched to either a five-speed manual or three-speed automatic transmission.

The price: $25,600 US.

The Delorean had stunning looks and a high level of luxury, even if its performance didn't quite live up to initial expectations. Inside, it offered leather upholstery, power mirrors and windows, central door locking, air conditioning and telescopic steering.

The strut-assisted gull-wing doors lifted with only the slightest effort and needed just 14 inches of side clearance to open.

It was a high-priced luxury GT machine that competed with the likes of the Chevy Corvette and Nissan 280 ZX turbo.

There were a few ill-conceived notions, such as the tiny portholes that opened in the fixed side glass and the fact that you could get a serious burn [illegible] inadvertently leaning on the stainless [illegible] on a sunny day.

[illegible] been around longer, there [illegible] performance – but that would

Stretched thin, Delorean was lured into a cocaine smuggling scheme that promised to finance his dream. However, it was really a DEA sting operation that was later proved to be entrapment.

Delorean was exonerated, but the stigma stuck with him and his company went under.

Winfield resident Stewart Tulloch has owned his 1981 Delorean for about a year. With only 10,000 miles on the odometer, it's reputed to be one of the lowest-mileage examples in North America.

Tulloch found the car quite by chance, while out looking for a used car for his sister-in-law.

It was sitting in a dusty shed not far from his home and hadn't been driven for seven years.

"I said 'Wow... I want it,'" he recalled.

"I only knew what it was from the movie. Other than that, I didn't know anything about it."

The car had been sitting there since its previous owner had died and Tulloch said it was all oxidized and black.

After towing it home, he had to figure out how to clean a stainless steel car and then spent "hours and hours" buffing with a scrub pad and Scotchguard.

Some electrical work was required to get it back in running condition and about 10 hours on each wheel, "scrubbing with a toothbrush," to get them clean.

Tulloch says the Delorean is "unbelievable to drive .... It's a great highway car, with cornering better than a Corvette."

And he gets his fair share of attention whenever he takes it out on the street.

"If I go to the gas station, as soon as I lift the doors, it takes me half an hour to get out of there. Everyone wants to talk. It happens every time."

Parents have even asked to take pictures of their children sitting in the car.

Tulloch joined the Delorean Owners Association after buying the car and says it has been a valuable source of information on how to look after such a unique vehicle.

"It's just a pleasure to have," he says. "I'm pretty proud to have it ... it's a special car."

Back To The Future trivia

■ What was the name of Michael J. Fox's character?
■ What device made time travel possible?
■ What was the process by which Fox was transported back in time?
■ What year did Fox travel from and what year did he travel to?
■ At what speed did time travel commence?
■ Who played the nutty professor, Doc?

Answers

Marty McFly
The flux capacitor
Temporal displacement
1885-1955
88 miles per hour
Christopher Lloyd

TMC CAPSULE:

Tulloch's Delorean was No. 3,300 off the assembly line, out of 6,539 cars built in the first year of production.

A total of 1,128 were built in 1982 and just 918 in 1983.

About 6,000 are said to remain.

While some cars have since been painted, all but three Deloreans originally wore a stainless steel skin. The other three were 24 kt gold plated.

Car & Driver magazine clocked the Delorean at a top speed of 120 miles per hour and in the zero-to-60 sprint it delivered a time of 9.5 seconds.

Due to tightening budgets and problems with stunping the stainless body panels, three different styles of hoods appeared on Deloreans.

The first had a separate gas flap at its trailing edge and two relief lines running from front to back. The second had no gas flap; you had to raise the hood to fill 'er up. The last had no gas flap and no lines, but it did have a Delorean badge at the front of the driver's side.

■ *Jon Manchester is an automotive enthusiast and editor at The Daily Courier. He is a member of the Automobile Journalists Association of Canada.*

John Tulloch of Winfield, British Columbia and his daughter, Karen.

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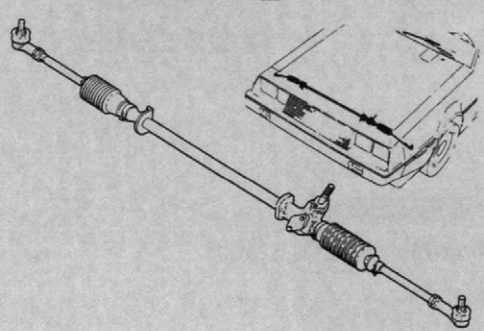

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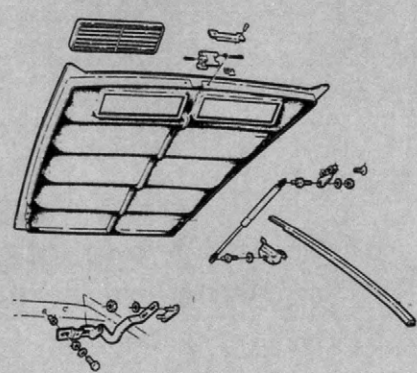

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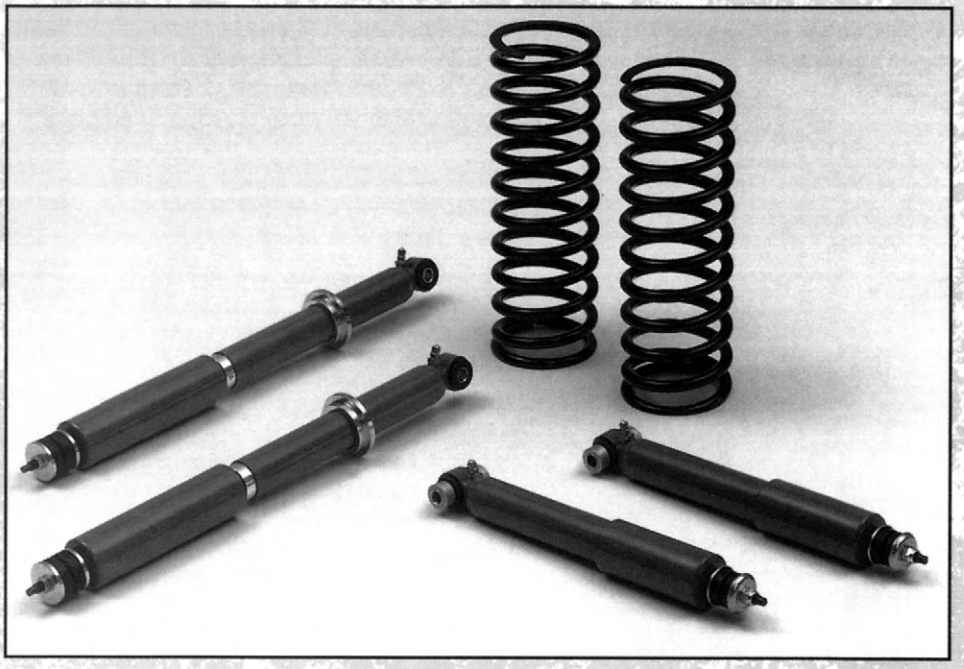

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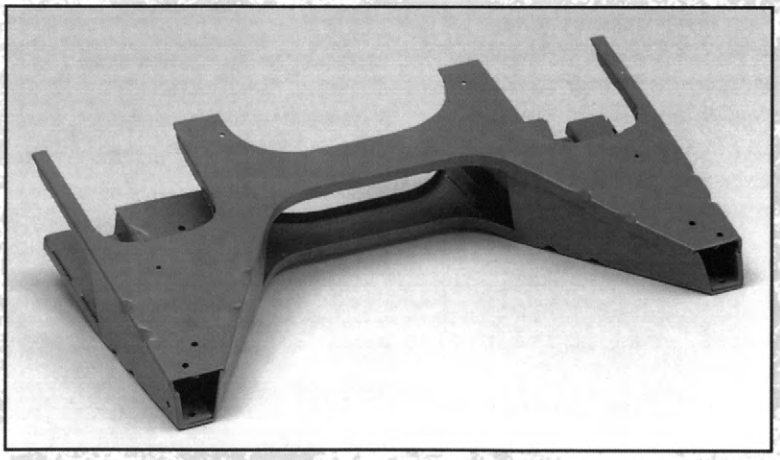

The factory called this part the "CRUMPLE TUBE" assembly. Unfortunately they engineered in a little too much "crumple" and had to issue a safety recall to reinforce the stabilizer mounting area. Over the years minor impacts and the accumulation of rust have damaged many front extensions beyond effective repair. The front extension supports critical parts including the steering rack, stabilizer bar, radiator and cooling fans, and is the most important part of any frame restoration work. This new front extension is slightly thicker throughout to deflect minor impacts while still absorbing energy in a serious collision. It's also powdercoated in polyurethane to resist rust damage.

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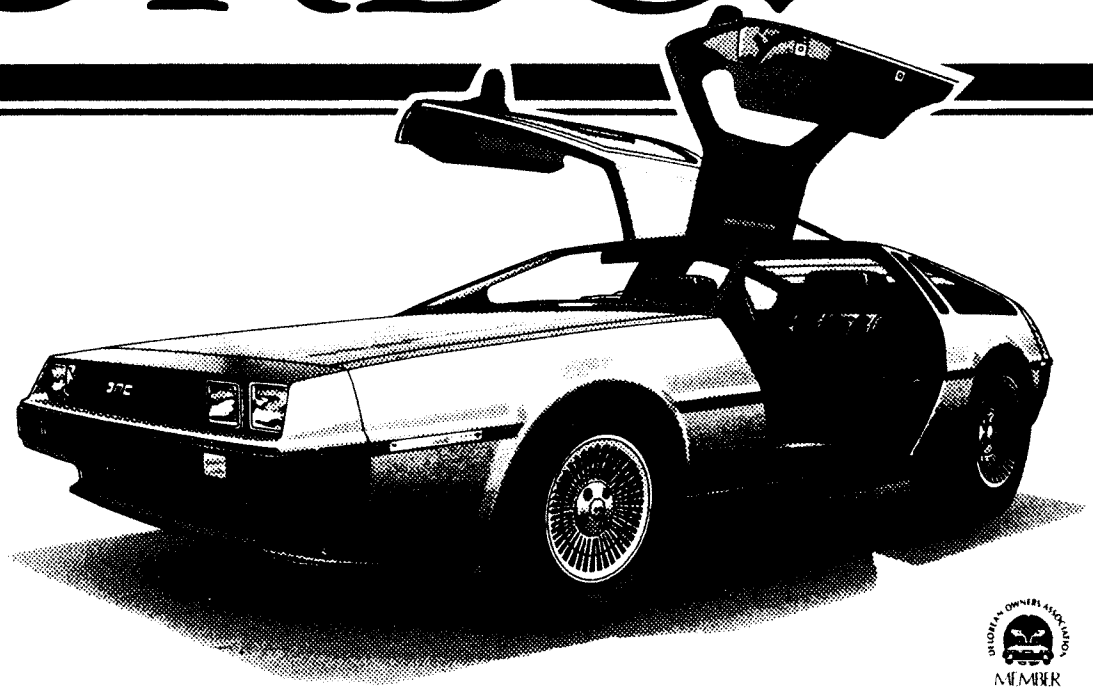

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